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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

			O				E	O	E		
	A.M.	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	8.30	9.15	10.30	12.00	1.15	2.22	4.35	5.29	7.21
Yaumati ...Dep.	6.50	—	—	9.24	10.39	12.09	1.24	2.31	4.44	5.38	7.30
Shatin ...Dep.	7.02	—	—	9.36	10.51	12.21	1.36	2.43	4.56	5.51	7.42
Taipo ...Dep.	7.16	—	—	9.49	11.04	12.34	1.49	2.56	5.09	6.04	7.55
Taipo Market Dep.	7.21	—	—	9.53	11.08	12.38	1.53	3.00	5.13	6.08	7.59
Fanling ...Dep.	7.32	—	—	10.03	11.18	12.48	2.03	3.11	5.24	6.19	8.09
Sheungshui ..Dep.	7.36	—	9.07	10.07	11.22	12.52	2.07	3.15	5.28	6.23	8.13
Shumchun ...Arr.	7.42	8.45	9.13	10.13	11.28	12.58	2.13	3.21	5.34	6.29	8.19
Canton ...Arr.	—	12.20	—	5.20	—	—	—	—	—	—	—

	E						E	O	O		
	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	—	—	—	—	—	2.45	—	—	—	—	3.00
Shumchun ...Dep.	7.19	8.06	10.38	11.40	3.00	4.17	5.13	5.20	5.40	6.08	6.40
Sheungshui...Dep.	7.28	8.13	10.45	11.47	3.07	4.24	5.20	5.27	5.47	6.15	—
Fanling ...Dep.	7.31	8.17	10.49	11.51	3.11	4.28	5.24	—	5.51	6.19	—
Taipo Market Dep.	7.41	8.27	10.59	12.02	3.21	4.38	5.34	—	6.01	6.29	—
Taipo ...Dep.	7.45	8.32	11.04	12.07	3.25	4.42	5.38	—	6.05	6.33	—
Shatin ...Dep.	7.58	8.45	11.17	12.21	3.38	4.56	5.51	—	6.18	6.46	—
Yaumati ...Dep.	8.12	8.57	11.29	12.33	3.50	5.08	6.03	—	6.30	6.58	—
Kowloon ...Arr.	8.20	9.05	11.37	12.41	3.58	5.16	6.11	6.04	6.38	7.06	7.20

SHA TAU KOK BRANCH.

			E	O	
	A.M.	A.M.	P.M.	P.M.	P.M.
Fanling	7.45	11.30	2.20	3.20	6.25
Shataukok	8.40	12.25	3.15	4.15	7.20

			E	O	E	O
	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shataukok	6.30	10.15	1.05	2.05	5.00	5.15
Fanling	7.25	11.10	2.00	3.00	5.55	6.10

E=SUNDAYS AND PUBLIC HOLIDAYS EXCEPTED.
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BRITISH POLICY IN CHINA.

MR. LAMPSON'S OFFICIAL STATEMENT.

ANNUAL DINNER OF THE CHINA ASSOCIATION.

There was a large and representative gathering, including many former residents of Hongkong, at the annual dinner of the China Association held at the Hotel Victoria, London, on October 14th.

One of the principal speakers was Mr. Miles Lampson, C.M.G., M.V.O., who is now on his way out to succeed Sir Ronald Macleay as British Minister at Peking. Cabled extracts from Mr. Lampson's speech have been published. The reports to hand by mail give the speech in greater detail.

Referring to the conditions in China, Mr. Lampson said he was under no illusion as to the difficulties of the task which confronted him. It would be foolish not to recognise the seriousness of the situation; but, after all, he was inclined to look upon the present troubles of China as surface troubles. There had been a sudden change from empire to an extreme form of democracy. Fourteen years was not long in the life of a nation, and, unfortunately, during the change British interests in China had been made to suffer. He hoped that with patience things would come right in time. He thought they should pay a tribute to the British community in the Far East for the patience and endurance which they had displayed in the face of adversity. (Applause.) After all, it was very easy for those at home to prescribe a policy of patience—he thought it was the right one—but it might be extremely difficult for those in the East to settle down under it. In the circumstances they had been admirable. (Applause.)

An Official Statement.

Mr. Lampson then read the following authorised statement outlining British Policy:—

"His Majesty's Government deeply sympathise with the Chinese in the difficulties through which they are passing, and have lost no opportunity of showing their sympathy in a practical manner, while observing strict impartiality. His Majesty's Government realise that the difficulties presented by the present phase in the development of China must be faced and solved by the Chinese themselves, and that it is for them to decide by whom and in what manner their country shall be governed. It is unfortunately inevitable that until this decision has been taken, and a system of government has been established in China which receives the support of, and can act in authority with, China as a whole, the relation between the British and Chinese nations must be affected by the abnormal conditions which it is the true interest of both nations to see removed as quickly as possible. In the absence of permanent and settled Chinese Government British lives and property are endangered, and prejudiced by the action of irresponsible individuals and bodies. Where no Chinese authority is in existence, his Majesty's Government are bound to accord to their nationals their fullest protection and support and to exact reparation for the wrong done. They are fully alive to the difficult, and at times dangerous, position in which British subjects in China are placed, and they wish to pay a tribute to the patience which the British communities in China have displayed. His Majesty's Government feel that in view of this patience it is the more incumbent on them to defend lawful British rights pending the restoration of normal conditions in China. They are confident their attitude will not be misinterpreted by Chinese people as implying any unfriendly feeling to them or any desire to interfere in internal politics in China." (Applause.)

That, continued Mr. Lampson, was the statement he was authorised to read, and it seemed to him it amounted to this. They wanted to give the Chinese a fair deal, but after all it must be a fair deal on both sides—a fair deal for the Chinese and a fair deal for the British in China—and he thought that was so reasonable that the Chinese would understand and accept it. All they wanted really in China was peace and stability—permanent and reasonable conditions under which they could carry on their trade and industry. (Applause.) They wanted nothing more than that, and, after all, what they would like to see was a united and prosperous China. (Applause.) He did not propose to deal with generalities because it was very difficult for one in his position to say very much, but there was one subject of which they had heard a great deal lately and that was the question of tariff revision. In this the British had already shown their friendliness, and if only the Chinese themselves put up some responsible body with whom this question could be discussed and negotiated it would be so much the better. It really came to this: that the British were full of goodwill and

(Continued on next Column).

were waiting for an opportunity to put it into effect. (Applause.)

Sir Claud Severn.

Sir Claud Severn, the former Colonial Secretary of Hongkong, proposed the toast of The Guests, coupling with it the name of the Master of the Rolls. In Hongkong, said Sir Claud, the name of Pollock was a very familiar one. Sir Henry Pollock had spent practically the whole of his working life there, and he was in everything that was for the welfare of the Colony. As in Hongkong so in England, the great Pollock family had been to the fore in everything that was best in literature and jurisprudence, and they were glad to have the Master of the Rolls with them. (Applause.)

An Amusing Anecdote.

The Master of the Rolls, in reply, said he remembered hearing of a bishop in a northern diocese who, in a hurry to catch a train, was hustled by a porter into a third-class smoking compartment, and found himself with a humble workman smoking an unsavoury black clay pipe. The Bishop disliked smoking very much, and he wondered how to stop it. At last he said: "Will you allow me to tell you, sir, that nine-tenths of the cancer in this country comes from smoking a short black pipe such as you are smoking." The workman went on smoking for some considerable time and then he heaved himself up and replied, "Will you allow me to tell you, sir, that nine-tenths of the black eyes in this country come from people interfering with other people's business." (Laughter.) He, the Master of the Rolls, could not help feeling that that attitude was one which had the strong sympathy of people in England, and therefore it had been wisely determined that there should be no interfering in the internal affairs of China. That did not mean that the justice which all Englishmen delighted in would not be carried to whatever point they reach and that it would not have its full weight in conveying the intentions of their great country to that other great country to which Mr. Lampson was accredited.

Y.M.C.A. NEWS.

INTERESTING FORTHCOMING EVENTS.

FIRST DANCE TO-MORROW.

(Contributed.)

This week the members of the European Y.M.C.A., Kowloon, will hold their first dance of the season, the event taking place to-morrow evening at nine o'clock.

The "Revellers" Dance Band will be in attendance, and a pleasant evening is anticipated.

To-night the first meeting of the Study Circle will be held, and the subject to be discussed will be: "Tribal Gods, and Totemism, in the early times." The meeting will be held in Room 24, at 6.30.

On Armistice Day the Y.M.C.A. played of the Kowloon Golf Club. The "Y.M." team was unfortunate in losing, but all who took part thoroughly enjoyed themselves. At the tiffin, which took place in the club-house,—formally opened on the occasion by the K.G.C. Vice-President,—the toast of the K.G.C. was proposed and honoured by the players.

Saturday week (November 27th) has been set aside for a ramble by the Camera Club, as mentioned in last week's notes, and a fortnight later there will be another outing to Shatin Pass. Those interested should keep these dates free, as enjoyable outings are promised.

With regard to the ships in the harbour, the Secretaries are trying to arrange games, billiard tournaments, basket-ball matches, and sports secretaries of the various ships are again requested to get into touch with any of the officials of the "Y.M." with a view to furthering this side of the "Y.M." work.

ATTACK ON INDIAN OFFICER.

WOUNDED WHILE ASLEEP.

WHITFIELD BARRACKS SENSATION.

A case of alleged attempted murder came to light in yesterday morning's police reports.

It appears that Subadar Lakhu Ram, an Indian officer of the 5/2 Punjabis Regiment, was found in an unconscious condition in his room at Whitfield Barracks, Kowloon. He had a deep gash on the lower part of the back of his head. The wound was inflicted by some unknown person, and the weapon with which it is believed the attack was made—a hatchet of European make—was found in the room. The hatchet had bloodstains on it.

It would seem that the officer was attacked while lying on the bed asleep.

The officer was treated in the military hospital adjoining the Barracks, and he is still in a critical condition.

THE WEEK'S DIARY.

To-day.

Interport Cricket: H.K. v. Shanghai, H.K.C.C. ground.

H.K. Hotel tea dance, 4.30 p.m.

Hockey: Club 1st XI. v. R.A., U.S.R.C. ground, 4.45 p.m.

European Y.M.C.A., Kowloon: Study Circle discussion on "Tribal Gods and Totemism," 6.30 p.m.

Reception and dance for Shanghai Interport Cricketers at Government House, 9.30 p.m.

Queen's Theatre: "Yolanda."

World Theatre: "Held to Answer."

Star Theatre: "Conductor 1492."

Principal Mails:—Outward: Europe *viâ* Marseilles (*Antenor*), 10.30 a.m.

Thursday.

Shanghai v. United Services, H.K.C.C. ground.

Half Yearly Mtg. of members H.K. Jockey Club, 12.30 p.m.

H.K. Hotel tea dance, 4.30 p.m.

Pianoforte Recital by Mr. A. M. Bowes Smith, Helena May Institute, 5.30 p.m.

Interport Cricket Dinner H.K. Club, 8 p.m.

H.M.S. *Despatch* dance, King Edward Hotel, 8.30 p.m.

Extraordinary General Meeting H.K. Philharmonic Society, St. John's Cathedral Hall, 8.45 p.m.

European Y.M.C.A., Kowloon: First dance of season, 9 p.m.

A.D.C. "Dramatic Medley" at Theatre Royal, 9.30 pm.

Queen's Theatre: "The Ragman" (Jackie Coogan).

World Theatre: "Held to Answer."

Star Theatre: "On Thin Ice."

Principal Mails:—Inward: Europe *viâ* Siberia (*Wray Castle*).

Friday.

Shanghai v. United Services, H.K.C.C. ground.

Children's afternoon Helena May Institude.

H.K. Hotel tea dance, 4.30 p.m.

H.M.S. *Hermes* Ball, King Edward Hotel.

Shanghai Interport Cricketers entertained to Smoking Concert H.K.C.C., 9.30 p.m.

A.D.C. "Dramatic Medley," Theatre Royal, 9.30 p.m.

Queen's Theatre: "The Ragman."

World Theatre: "A Fool's Awakening."

Star Theatre: "On Thin Ice."

Saturday.

Football and Cricket: (Details in Saturday's paper).

Shanghai Interport Cricketers v. Kowloon, at K.C.C., 10.30 a.m.

Yachting: Championship Race.

H.K.W.G. and M.C.L. Annual Fete at Government House, 2 p.m.

H.K. Hotel tea dance, 4.30 p.m.

Home Xmas and New Year letter mail closes at 5 p.m.

C.C.C. dance, 9 p.m.

A.D.C. "Dramatic Medley," Theatre Royal (concluding preformance). Interport cricketers attend.

Queen's Theatre: "The Ragman."

World Theatre: "A Fool's Awakening."

Star Theatre: "On Thin Ice."

Principal Mails:—Outward: Canada, U.S.A., Europe *viâ* America and *viâ* Siberia (*President Pierce*), 5 p.m. Europe *viâ* Marseilles (*Katori Maru*), 5 p.m.

Sunday.

Shanghai Interport Cricketers leave on *President Pierce*.

V.D.A. Sunday. Special Services at St. John's Cathedral, and St. Andrew's Church, Kowloon.

Golf: St. Andrew's v. St. George's Societies at Fanling.

Yachting: Naval Day.

Cricket: I.R.C. 2nd XI. v. H.K. Electric Co. on I.R.C. ground, 2 p.m.

Queen's Theatre: "The Merry Widow."

Principal Mail:—Europe *viâ* Negapatam (*Phemius*).

Monday.

Dr. John Allison, M.A., LL.D., F.R.S.E., late of George Watson's College, Edinburgh, due here.

Varsity Ship *Rhydam* due with 500 students from America and Canada.

H.K. Hotel tea dance, 4.30 p.m.

Lecture on "Japan," by Mr. D. O. de Silva, Helena May Institute, 5.30 p.m.

Queen's Theatre: "The Merry Widow."

Principal Mails:—Inward: U.S.A., etc. (*Siberia Maru*).

Tuesday.

Queen's Theatre: "The Merry Widow."

Principal Mails:—Outward: Europe *viâ* Marseilles (*Chambord*), 10.30 a.m.

To Secretaries.

[Secretaries of clubs and associations, etc., are kindly requested to forward any forthcoming events to the Diary Editor for inclusion in the above column, which it is our endeavour to keep as correct and up-to-date as possible.]

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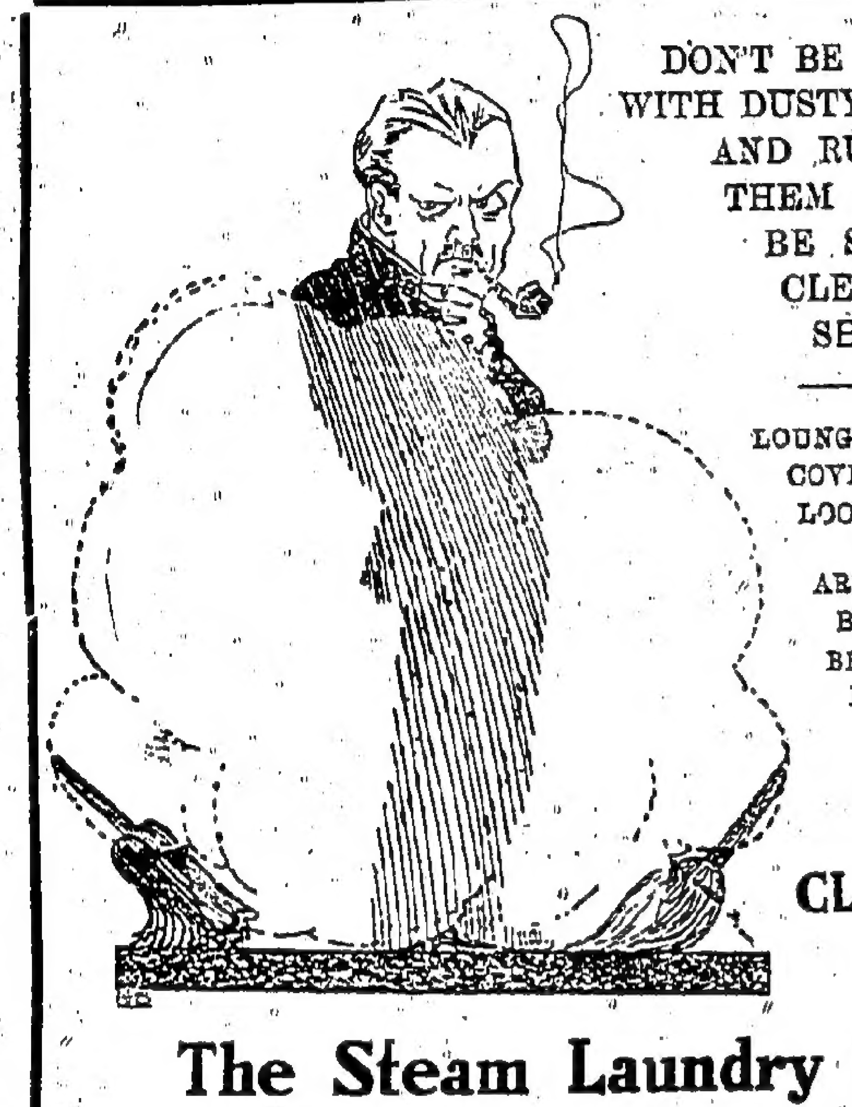

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CRIMINAL SESSIONS.

THE STORY OF A VILLAGE FEUD.

GIRL'S PATHETIC APPEAL.

"They killed my father; is not this Court going to redress his grievances?" said the young daughter of the man killed at Taikiu Village, New Territories, bursting into sobs under the cross-examination of Counsel, when the manslaughter charge against three Chinese was continued at the Criminal Sessions, yesterday before Mr. Justice Wood.

Witness was cross-examined during the morning hearing by Mr. C. G. Alabaster, K.C., who is defending the three prisoners.

Witness vigorously denied that her father had led some men of the village in an attack on the prisoners when he met his death. Counsel suggested that what happened was that two men from Wong Chau pursued three women who had been gathering pig fodder from a padi field; that deceased and a number of other men from Taikiu went out and attacked them, and that one of the prisoners had then seized the spear that the deceased held and had laid about him in self-defence.

This the witness denied, and said that there was a considerable body of men from Wong Chau, all of whom were armed. Four of them attacked her father when he remonstrated with them for chasing the women.

In reply to further questions, witness denied that the spear was one her father kept as a relic of the days before the establishing of police stations in the New Territories and when villagers had to defend themselves. Her father was not armed at the time he was attacked.

Mr. Alabaster: I put it to you that because they have killed your father, you want someone from Wong Chau village to suffer.

Witness burst into tears and between sobs said: "They have killed my father, but is not the Court going to redress his grievances?"

The dead man's wife was the next to give evidence and told the same story as her daughter. She denied that her husband had the spear in his possession.

Some men from the village of Taikiu also gave evidence, and this closed the case for the prosecution.

After briefly outlining the defence, Mr. Alabaster called the first prisoner who said that on the day in question, he and the second prisoner were employed in their fields when they saw some women from the village of Taikiu picking grass in the fields and they chased them. The third prisoner was not with them. On reaching the Taikiu village, witness and his fellow-villager were met by the deceased, armed with a spear, at the head of about ten men. Witness and his friend fled, and the Taikiu villagers followed them. Eventually they gave up the chase, but the deceased continued to follow them, and catching them up, he tried to stab one of them. A struggle ensued, in the course of which he received his death wound.

At this stage, the hearing was adjourned until to-day.

POSSESSION OF EXPLOSIVES.

CHINESE BOATMEN FINED.

The case in which two boatmen were charged with being in possession of five barrels of gun-powder, 618 detonators and 93 dynamite fuses was concluded at the Kowloon Magistracy yesterday mornday, before Mr. J. H. B. Nihill. Mr. W. B. Hind appeared for the first defendant, while the second defendant was represented by Mr. J. M. Remedios.

The defendants were arrested on the foreshore at Tokwawan, Hunghom, on October 31st, while in the act of putting the goods on board a sampan. These explosives were believed to have been taken from the magazine on the hillside at Hunghom.

Both accused were convicted, and a fine of $300 was imposed.

MID-LEVEL BURGLARIES.

ALLEGED EXPERT THIEF BROUGHT TO HEEL.

At the Central Magistracy yesterday a Chinese was charged with several burglary offences, most of the victims having been Europeans. Defendant was arrested in the act of burglary at St. Paul's Hostel.

The charges include burglaries at St. Paul's Hostel, Mr. Grimble's residence at No. 10, Branksome Towers, May Road; Mrs. Pitts, 8, Kennedy Road; Mrs. Rendell, 9, Kennedy Road; and Mrs. Hunt's, Central Police Station.

Detective-Sergeant Cary produced various articles of property in Court which he said were all that were recovered in the investigations.

All the complainants attended the Court, and the case was remanded for a week.

Defendant gave his age as 22, and said he was unemployed. He stated that he *lived in the coolies' quarters at the* waterworks at Macdonnell Road.

JUNK'S MASTER CHARGED.

IN POSSESSION OF ARMS.

The master of a cargo junk was charged with unlawful possession of a revolver and 40 rounds of ammunition, at the Kowloon Magistracy yesterday morning before Mr. J. H. B. Nihill. Defendant was represented by Mr. J. M. Remedios.

Pleading to the charge, Mr. Remedios made a statement on behalf of the prisoner.

The Magistrate imposed a fine of $75.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

November 16th, 1926.

Hongkong Bank	$1,175 buy., 1,180 sa.
Do., London	£118 nom.
Chartered Bank	£21 buy.
Mercantile Bank, A. & B.	£19½ nom.
Do., C.	£13½ nom.
P. & O. Bank	£9½ buy.
East Asia Bank	$84 nom.
Canton Insurance	$630 buy.
China Underwriters	$1.45 sel.
North China Insurance	Tls. 145 nom.
Union Insurance	$296½ buy., 298 sel.
Yangtsze Insurance	Mex. $4½ buy.
China Fire Insurance	$200 buy.
Hongkong Fire Insurance	$310 buy.
Douglases	$29 sel.
H.K., C. & M. Steamboats	$27½ nom.
Hongkong Tugs	$1½ sel.
Indo-Chinas (Pref.)	$32 buy.
Do. (Def.)	$42 buy.
Shell Transports	90/- nom
Star Ferries	$68 sel.
Waterboats	$15 buy.
China Sugars	$27½ nom.
Malabon Sugars	$36 nom.
Benguets	$1½ nom.
Kailan Mining Ad.	35/- nom.
Langkats (combined)	Tls. 28½ nom.
Do. (single)	Tls. 14½ nom.
Shanghai Explorations	Tls. 4½ buy.
Shanghai Loans	Tls. 9 nom.
Raubs	$4½ nom.
Tronoh Mines	35/- buy.
Ural Caspians	8/- nom.
H.K. & K. Wharfs	$123 sel.
H.K. & W. Docks	$59 sel.
Hongkews	Tls. 177½ buy.
New Engineerings	Tls. 6.60 buy., 7 sel.
Shanghai Docks	Tls. 126 buy.
H.K. & S. Hotels	$9 buy., 9½ sel. & sa.
Hongkong Lands	$63 sel.
Hongkong Realtys	$6 buy.
H.K. Territorials	$4 sel.
Humphreys Estates	$15½ sel.
Prince's Buildings	$89 nom.
Rural Lands	$1½ nom.
Ewo Cottons	Tls. 10½ buy.
Orientals	Tls. 3.10 buy.
Shanghai Cottons (old)	Tls. 54½ buy.
Do. (new)	Tls. 28½ buy.
China Buses	Tls. 9½ buy.
Hongkong Tramways	$23¾ buy., 23.70/80 sa.
Peak Trams (old)	$15½ nom.
Do. (new)	$7.60 nom.
Singapore Tractions	15/- sel.
Taxis	$2 sel.
Amusements	$15½ buy.
Canton Ices	$5 nom.
Cements (combined)	$11½ nom.
Do. (old)	$9 nom.
Do. (new)	$2 nom.
China Lights (combined)	$19 sel.
Do. (old)	$14½ nom.
Do. (new)	$11½ nom.
China Providents	$5½ buy., 5½/30 sa.
Constructions	$1½ buy.
Dairy Farms	$19 nom.
Der A Wings	$6 nom.
Hongkong Electrics	$61/1½ sa.
Macao Electrics	$35 nom.
H.K. Ropes (combined)	$26 sel.
Do. (old)	$10 sel.
Do. (new)	$5 sel.
Lane Crawfords	$8 nom.
Mackintoshs	$19½ nom.
Sinceres	$9½ sel.
United Asbestos	$20 nom.
Watsons (old)	$14½ nom.
Wm. Powells	$6½ nom.
Telephones	Tls. 4.35 sel.

buy.—buyers; sel.—sellers; sa.—sales
nom.—nominal.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rugby, November 15th.

Paris	144⅜
Brussels	34.84
Amsterdam	12.12½
Berlin	20.43
Copenhagen	18.20
Vienna	34.42½
Helsingfors	192¾
Lisbon	2.17-32
Buenos Aires	45¾
Shanghai	2/5
Yokohama	2/0½
New York	4.85.1-16
Geneva	25.15
Milan	118¾
Stockholm	18.17
Oslo	19.39½
Prague	163¾
Madrid	32.02½
Rio	6½
Bombay	1/5.55-64
Hongkong	1/11
Silver (spot)	25¼
Silver (forward)	25.1-16

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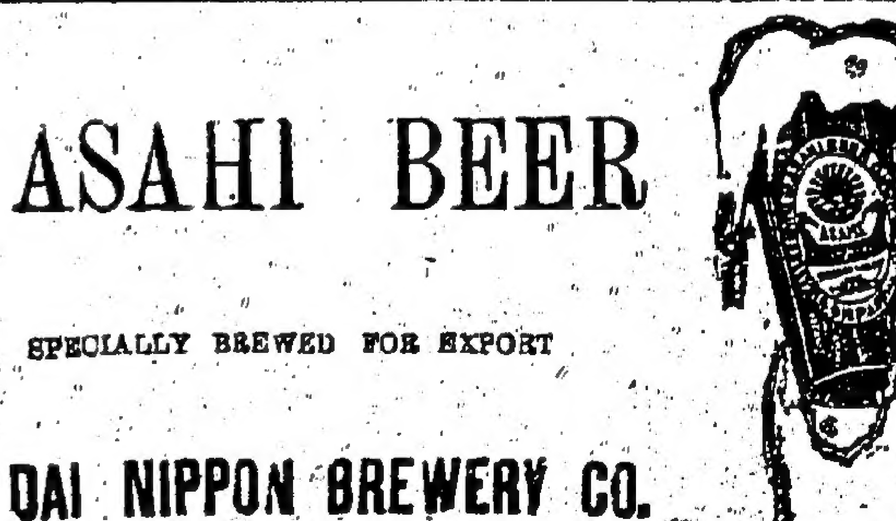

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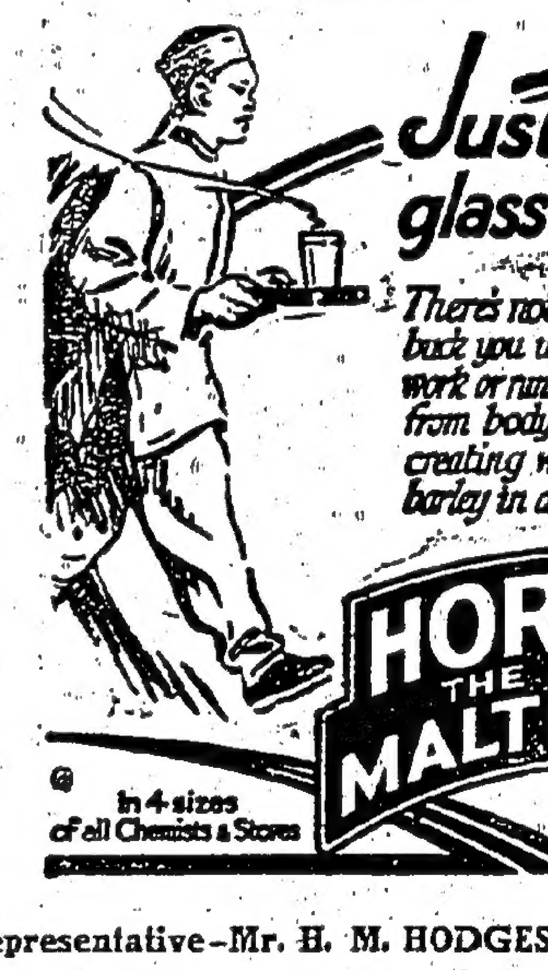

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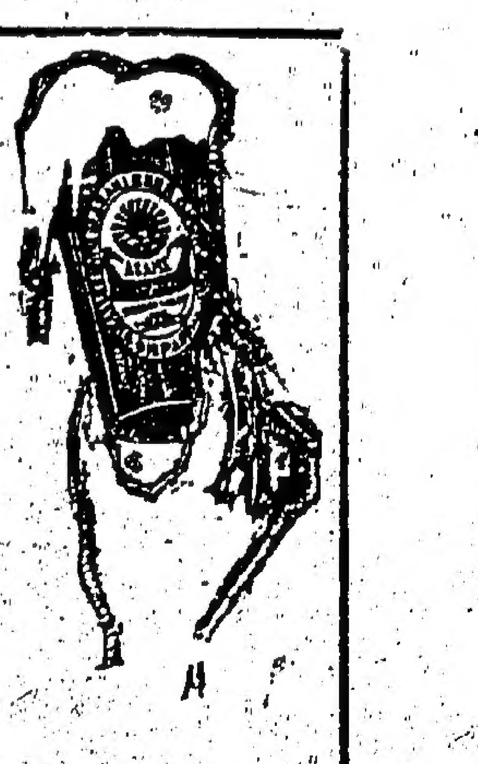

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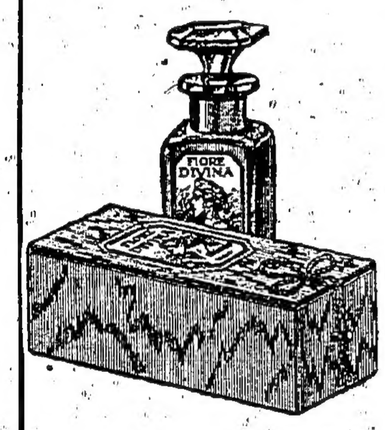

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Daily Press Cricket Competition.

SELECTING THE HONGKONG INTERPORT TEAM.

LADY WINS THE FIRST PRIZE.

SCORE OF 760 OUT OF A POSSIBLE 990.

A CLOSE FINISH.

Very considerable interest was taken in the DAILY PRESS Competition for selecting the Interport team, and a large number of entries were received.

The competition opened at the beginning of September and was divided into three sections. The first lists had to be sent in by September 15th, the lists in the second series by October 7th and the final lists by November 1st.

As it was, naturally, much more difficult to select the players weeks ahead of the match than on November 1st two points were awarded for every correct name in the first lists, one and a half points for every correct name in the second and one point for every correct name in the final lists.

Only twenty lists were allowed in each series and, therefore, it was possible to score a maximum of 440 points in the first series, 330 in the second and 220 in the third—a total of 990.

It was thought probable at the outset that anyone who obtained 500 points under such a system of marking would be bound to win. But the competitors did far better than this. One sent in ten correct names on the full twenty lists in the first series and thus secured a wonderful start of 400 points out of the possible 440, and yet he did not prove the first prize winner.

The winners are:—

FIRST PRIZE $200.

MISS A. PEREIRA, 331, NATHAN ROAD, KOWLOON,
nom-de-plume—"Plum" ..... 760 points.

SECOND PRIZE $50.

MR. ERNEST MOSES, 2 PRAT BUILDINGS, KOWLOON,
nom-de-plume—"Diver" ..... 750 points.

THIRD PRIZE $25.

MR. ERNEST ZIMMERN, HONGKONG UNIVERSITY,
nom-de-plume—"Zimmeroo" ..... 720 points.
(Cheques are being posted to the above).

RUNNERS-UP were:—

Mr. E. F. FINCHER	710	points.
Mr. L. J. GUTTERES	700	,,
Mr. R. E. LINDSELL	694	,,
Mr. D. F. LOPEZ	690	,,
Mr. J. T. DOBBIE	689	,,
Mr. E. H. P. WHITE	674	,,
Mr. E. J. R. MITCHELL	667	,,
Mr. G. T. MAY	665	,,

The three teams selected by Miss A. Pereira (who elected to plump for the one list twenty times in each series), are as follows:—

September 15th.	*October 7th.*	*November 1st.*
R. Hancock	R. Hancock	R. Hancock
1. T. E. Pearce	1. T. E. Pearce	1. T. E. Pearce
2. A. C. I. Bowker	2. A. W. Hayward	2. H. Owen Hughes
3. E. B. Reed	3. H. Owen Hughes	3. A. C. I. Bowker
4. A. W. Hayward	4. A. C. I. Bowker	4. E. B. Reed
G. R. Sayer	5. E. B. Reed	5. Capt. Morris.
5. H. Owen Hughes	G. R. Sayer	6. Capt. Dobbie
6. Capt. Morris	6. A. W. Ramsay	7. A. W. Ramsay
S. A. Ismail	7. F. Goodwin	8. H. V. Parker
7. A. W. Ramsay.	8. Capt. E. W. Morris.	9. F. Goodwin
8. F. Goodwin	H. E. Standage	10. A. W. Hayward
8×20×2=320.	8×20×1½=240.	10×20×1=200.

THE JUDGE'S REPORT.

The Judge of the competition, who had no idea of the identity of the competitors, in submitting his report, says:—

"This report has been delayed owing to the necessity of having to re-mark the whole Competition, when Major Lightfoot came into the side for Mr. R. H. B. Hancock, who most unfortunately was not well enough to turn out. It must have been some curious premonition which led me to lay it down that the Competition would be decided on the team which actually took the field. All argument is thus avoided. The rules will be found in the *Daily Press* of August 26th. No alteration in the Prize Winners has taken place, although No. 4 went to that position from No. 7. Every list sent in had included Mr. Hancock's name so the sum was fairly easy!

The first prize has been won by

PLUM

who scored 760 marks out of a possible 990. His original score was 850 with Hancock in the side, and it is an uncommonly good effort.

The second prize goes to

DIVER

who scored 750 (previously 840).

The third prize was secured by

ZIMMEROO,

with a score of 720 (previously 810).

My congratulations to these gentlemen. It will be seen that the last minute change made no difference to their relative positions. For the purposes of this report I have concerned myself only with those competitors who scored over 600. There were eighteen of them and among these there were only three changes as the result of Mr. Hancock's withdrawal. "Colt" goes up from 7th to 4th; "Mervian" from 13th to 8th, and "Fine-Leg" from 18th to 10th.

The list with final marking is as follows:—

1st	Plum	760
2nd	Diver	750
3rd	Zimmeroo	720
4	Colt	710
5	Graceliffe	700
6	Kapock	694
7	Aloha	690
8	Mervian	689
9	Ashes	674
10	Fine-Leg	667
11	Optimist	665
12	Chico	655
13	Haras	650
	Sunset	650
15	George	640
16	Ra-Ra	630
17	Attic	610
	Mack Jay	610

I must admit that I thought that the winning total would be lower, but one or two doubtful points cleared up sooner than I expected. The prize-winners, without exception, showed conservatism rather than imagination, and it apparently paid to put in one list with twenty coupons, rather than to dodge about. No one who put in less than the full number of coupons was anywhere near it. Two or three did not stay the course.

As a general rule the lists were uncommonly sane—though one gentleman insisted on resurrecting Major Edwards who played in 1920 and left the Colony, I think, in 1921, while one or two selected Pay.-Lieut. Hargreaves.

No one actually got a perfect list as things stood, but "Plum," "Ashes" and "Old Smuggler" put in lists which corresponded with the originally selected team. "Diver" had a remarkably fine effort in Series A as he had twenty lists with 10 correct names in each (as originally selected), and scored 400 then. But he fell away and "Plum" caught him on B and C.

JUDEX.

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AND

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[4108

TYPHOON VICTIMS.

ELECTROCUTED BY LIVE WIRE.

COURT VISIT SCENE OF THE FATALITY.

An enquiry into the death of a Chinese girl, aged 7, and a man, 37 years of age, who were electrocuted by the falling of a live wire at Shanghai Street, Yaumati, on the morning of September 27th, when the typhoon was at its height, was held yesterday afternoon at the Kowloon Magistracy, before Mr. J. H. B. Nihill, sitting as Coroner with a jury.

Mr. M. H. Turner watched the case on behalf of the China Light & Power Co., and Mr. D. J. Lewis represented the Hongkong Telephone Co.

Before the commencement of the proceeding, Mr. Lewis told the Court that his clients, the Telephone Co., deeply regretted the death of the unfortunate girl and man, and that he and his learned friend, Mr. Turner, would assist the Court to the best of their ability.

(Continued at foot of next Column.)

WEATHER REPORT.

Last night's weather report, forecast, and remarks, issued at 5.10 from the Royal Observatory, stated:—

The anti-cyclone has weakened. Fresh to moderate monsoon may be expected along the S.E. coast of China and over the North China Sea.

Local forecast: N.E. winds, moderate, cloudy, some drizzle or mist, probably improving later.

Instructing the jury, the Coroner said that the Telephone Company's wires were above those of the China Light & Power Co., but the latter wires were not blown down. As both were public utility Companies, it was his duty to enquire into the death of those unfortunate people.

Dr. Newton and Dr. Ip Kan Wa, Medical Officer of the Tung Wah Hospital, gave formal evidence as to the cause of death.

Mr. Lewis suggested that the Court should visit the street where the accident took place, in order the better to understand the position of the wires.

This was accordingly carried out, after which the enquiry was adjourned.

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WHITEAWAY, LAIDLAW & CO., LTD.

HONGKONG.

INTERPORT CRICKET.

START DELAYED UNTIL NOON.

DOBBIE'S FINE BOWLING.

SHANGHAI HAVE SLIGHTLY THE BETTER OF THE EXCHANGES.

Shortly before eleven the Umpires and Captains inspected the pitch and decided that the foothold was hardly good enough although the pitch was in surprisingly good condition. It was arranged that a further inspection should take place at 11.45 a.m. After this, the ground was declared fit for play and the roller came into use for ten minutes. Dobbie then bowled from the Yard end and Reed from the other. At the first glance the wicket appeared dead and easy, as had been expected. Dobbie, however, seemed to be getting on a good deal of work. In his second over a ball went for four byes, which seemed to be certain to take the wicket. Pearce made no attempt to take it. Dobbie, however, had his reward in his next over as he took O'Hara's leg stick with a fine one which seemed to come across. Score: 113.5.18.

The newcomer Stokes shaped very nicely. Incidentally the wicket hardly seemed to suit Reed, being a bit slow, and Lobster was hardly fast enough to cut through as Dobbie seemed to be doing. Burn, however, was very nearly out to an attempted hook, to which Dobbie, at mid-on, just failed to get. However, Dobbie had his revenge for in his next over he dropped Burn a slower one which entirely deceived him and an easy c and b resulted. (126.6.19.) Then came what appeared to be a stand developing. Stokes was playing excellent cricket, and though not scoring fast, he hit the ball in the middle of the bat and he hit one beautiful four to leg at this point.

At 146 Lightfoot relieved Reed and Stokes dabbed at one—to be well caught by Morris standing very close at slip. Stokes had shaped excellently and if he stays in Shanghai he will make very many runs I feel sure.

Next over another wicket nearly fell, Mansel-Smith touching one of Dobbie's and deflecting it past Pearce's hands. Tam's first mistake: but it was not an easy catch. A couple of overs later the same batsman snicked one which, it appeared, could have been caught by Owen Hughes at first slip. It was, however, a hard chance. Next over, however, Goldman edged one very fast to Reed—at second slip or short third man, whatever you like to call it—and no mistake was made. One of those difficult catches which Lobster invariably collects.

Dobbie was having very poor luck as just after this Mansel-Smith hit one quite hard on the edge of the bat, and the ball shot off Pearce's gloves to Owen Hughes at first slip. Somehow or other he dropped it though in the ordinary way he would have had it comfortably. Meanwhile Isaacs was lashing out at them and lifting the ball every time but just missing the field. It must be admitted that a sort of paralysis descended on the fielding at this time. The Hongkong total was passed amid applause at 1.25 p.m. Owen Hughes had the last over before lunch—a maiden.

After tiffin, as Dobbie had only bowled for an hour and a half before it, he was again put on. It is difficult to understand why Bowker had never been given a chance, even if the wicket might not perhaps suit him. It might surely have been possible to test the matter during ninety minutes cricket. However, all went well. In Reed's first over from the Law Courts end Isaacs lifted one to cover, but was dropped by Hayward. Next ball, however, Mansel-Smith hit one to leg and started for a run. Isaacs sent him back and he was just too late, as Ramsey gathered the ball very smartly and Pearce had the wicket down in a flash. He had no time to waste, as the umpire tells me it was a very close thing. Nine for 183. Two runs later Dobbie bowled Isaacs off stump down and Shanghai were all out with a lead of eleven. But for about twenty minutes when we seemed to lose our grip on things, the game went well for us yesterday morning. It is true that we might well have had them out for about 160. On the other hand, with the batsman's wicket there was, we did very well to leave them with a lead of no more than eleven.

At 2.45 Hayward and Owen Hughes opened for Hongkong and played safe cricket. With twenty on the board Leach relieved Isaacs at the Law Courts end. The play was steady until Hayward, who had just been beaten by O'Hara, touched an off one and Dr. Morris fell forward and brought off a beautiful catch. It was difficult to see whether the fieldsman was on his knees or standing on his head when he secured the ball. There was, however, no doubt about the catch. Two balls later O'Hara got a beautiful one past Lightfoot and bowled him middle stump. (33.2.0.) The ground was very heavy and Owen Hughes got several two's which on a dry day would have gone to the boundary. The Shanghai side all the time were fielding magnificently and at 42 Owen Hughes was finely taken at deep mid-on by Mansel-Smith, from a hard lowish hit. Three for forty-two. It soon became apparent that the wicket was suiting O'Hara and at 51 he bowled Capt. Morris with a beauty which seemed to come up from leg and take his off stump. It was unfortunate as although he had only made three Morris was playing far better cricket than he had been in the first innings.

Cricket again ruled quiet. O'Hara and Leach were bowling finely and very wisely, Tam and Ramsey took no chances. Once Ramsey played outside a big off break from Leach, and snicked a couple past Barnes who had no chance at the catch. It would have been four on a dry day. Barnes was again keeping in excellent style, his taking of the leg balls (rare events) being particularly good. A stand was then made but the bowling was excellent and the wicket obviously very hard. At 73 Pearce's off-stump was upset by O'Hara. The batsman apparently tried to cut it. This was a disaster for Hongkong as Pearce had been playing as soundly as usual and began to look set. O'Hara so far had done all the damage, and was bowling very well indeed on a wicket which clearly suited him. At the same time it must be remembered that the slow ground was much against the batsmen so at least a dozen two's would have been fours on a dry ground.

About here the inevitable dog appeared, just as Dr. Morris dropped Ramsey off O'Hara. A lucky let-off. It was removed with some trouble. The affection of these dumb animals is at times embarrassing. Dobbie hooked O'Hara to square leg and appeared to be dropping it straight into Divecha's hands, but a gasp of relief went round the field when the ball carried him and pitched in the tree behind. A ball or two later Dobbie hit a fine four to leg to the pavilion all along the carpet and next over he hit a beauty past extra-cover off Leach which the fieldsman just failed to stop.

In Leach's next over, however, Nemesis awaited Dobbie for he snicked one and Morris took the catch. The batsman apparently thought it was a bum-ball but the umpire ruled against him and six wickets were down for 94. Dobbie had made fourteen. Shortly after an appeal against the light ended the day's cricket with the score at 97. Time, 4.46 p.m.

On the day's play there is no doubt but that a slight balance goes to Shanghai. Until about 3 p.m. things were not going so well for them, but in the last half-hour Hongkong seemed to lose their grip. It is uncommonly easy to sit at the side of the field and to criticise the captaincy, especially after the event. My next few remarks, therefore, should be taken more in the spirit of academic enquiry than of adverse criticism. I cannot quite understand why Dobbie was bowled for ninety minutes on end. Admittedly, the wicket might not have suited Bowker, but I should have thought he might have had a couple of overs round about 1 p.m. or so to try it out—especially with Isaacs in. Goodwin too might have been tried in place of Reed for a bit. On the analysis, the latter at no time bowled badly. Anyway he was never hit though the experts differ as to the quality of his bowling. But he seems to have bowled an amount of over disproportionate to his wicket-getting capacity. Often a good bowler keeps a batsman playing where a worse one would get the wicket. Lightfoot bowled usefully, but it seemed that his field was set too far back for Isaacs who never showed the strength to carry the boundary. Two or three catches did not go to hand for this reason. On the whole, one was left with the impression that Hongkong might have finished up with a lead of ten or so, instead of a deficit of eleven. The fielding at the end of the innings went to pieces badly. Pearce kept very well again at least two fours went past him for byes off balls which obviously he thought had taken the wickets.

(*Continued on next Column*).

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[65

In the second innings of Hongkong, Shanghai were all out and I have no hesitation in saying that their fielding was one hundred per cent. better than before. It is difficult to make up one's mind about the wicket. It looked very tricky after the effects of the roller had worn off. The bowlers tell me it was easy, although the ball was turning a bit. The batsmen thought it difficult. On the whole I incline to think that it favoured the bowlers.

The Hongkong batting was much better than in the first innings, although not so successful. O'Hara was the great stumbling block, and took the first five of the six wickets which fell. He was finely backed up in the field. In this innings he elected to bowl round the wicket to exploit that ball of his which comes in with his arm, instead of turning from leg. One of these bowled Pearce, who tried to cut it. It was his only mistake but it was enough. The ball was a few inches outside his off stump but was a bit faster, and came in and took the stick. Dobbie hit three fours but was out just when he looked like getting runs. He apparently hit the ground just as the ball snicked the edge of his bat and was of the opinion that he had hit it on to the ground. The bowler, the slips and the umpire, however, took a different view, and they could probably tell better than he could. It was one of the rare cases where the batsman does not know the actual facts.

Ramsey played a gallant knock, though he was let off behind the sticks and by Dr. Morris at first slip. If he and the others can take the score to about 160 Shanghai will have to go all out to win.

The appeal against the light was well justified. It was hard to see what was happening, at the end from the scoring box, and I am surprised it was not much earlier.

My attention has been drawn to a criticism by "Old Stager" in a contemporary which apparently has met with little favour from either team. I can only say that everyone is entitled to his opinion, but if the Hongkong bowling was all half-volleys and long-hops how was it that batsmen of the calibre of Barrett and Leach took nearly two hours to score 43 and 18 respectively. I asked Captain Barrett what he thought of it, and his opinion of it, when translated from the vernacular tongue, was that it was inept.

Play commences at 11 a.m. to-day, and at present Hongkong is 85 runs on with 4 wickets to go. We hope they will add a sturdy lot to the total.

I have been asked to state that the Services match starts (W.P.) at 11 a.m. on Thursday, and that the Service's team is as follows:—

Lt.-Col. Cantrell, R.M.L.I. (Capt.),
Pay-Lieut. Hussey, R.N.,
Lieut.-Comdr. Armitage, R.N.,
Lieut. Sillitoe, R.M.L.I.,
Lieut. Sturgess, R.N.,
Rev. Venn, R.N.,
Capt. Dobbie,
Capt. Morris,
Capt. Bridgeland,
Major L. J. Lightfoot,
Capt. Evers.

Umpires:—
J. P. Robinson,
A. N. Other.

It is a fine side, and a most interesting game should result if only the weather is propitious.

R. ABBIT.

Full Score at Present.

HONGKONG: 1ST INNINGS.

A. W. Hayward, c Goldman, b Isaacs	0
A. W. Ramsey, c Barnes, b Isaacs	2
H. Owen Hughes, c Morris, b Mansel-Smith	1
Capt. E. W. Morris, c and b Leach	25
T. E. Pearce, c Leach, b Mansel-Smith	74
Capt. A. G. Dobbie, c Leach, b O'Hara	11
Major L. J. Lightfoot, c Divecha, b O'Hara	29
H. V. Parker, c Divecha, b O'Hara	8
F. Goodwin, b O'Hara	4
A. C. I. Bowker, l.b.w., b Leach	11
E. B. Reed, not out	0
Extras	0
Total	174

Bowling Analysis.

	O.	M.	R.	W.
J. A. Isaacs	7	0	26	2
W. Mansel-Smith	11	1	40	2
Dr. W. E. O'Hara	19.3	6	48	4
D. W. Leach	19	4	40	2
M. J. Divecha	3	0	10	0

SHANGHAI: 1ST INNINGS.

Dr. H. H. Morris, c Pearce, b Bowker	1
M. J. Divecha, c Owen Hughes, b Goodwin	13
Capt. E. I. M. Barrett, c Pearce, b Dobbie	45
D. W. Leach, b Dobbie	18
Dr. W. E. O'Hara, b Dobbie	18
D. C. Burn, c and b Dobbie	19
L. F. Stokes, c Capt. Morris, b Lightfoot	8
W. Mansel-Smith, run out	26
L. Goldman, c Reed, b Lightfoot	3
J. A. Isaacs, b Dobbie	16
E. G. Barnes, not out	0
Byes 15, leg-byes 3	18
Total	185

Bowling Analysis.

	O.	M.	R.	W.
E. B. Reed	25	3	42	0
A. C. I. Bowker	11	5	23	1
H. Owen Hughes	7	2	12	0
F. Goodwin	7	1	13	1
H. V. Parker	1	0	4	0
Capt. Dobbie	19.5	2	50	5
Major Lightfoot	7	1	20	2

HONGKONG: 2ND INNINGS.

A. W. Hayward, c Morris, b O'Hara	20
H. Owen Hughes, c Mansel-Smith, b O'Hara	21
Major L. J. Lightfoot, b O'Hara	0
Capt. E. W. Morris, b O'Hara	3
T. E. Pearce, b O'Hara	17
A. W. Ramsey, not out	20
Capt. Dobbie, c Morris, b Leach	14
H. V. Parker, not out	2
Extra	0
Total (for 6 wickets)	97

F. Goodwin, A. C. I. Bowker and E. B. Reed to bat.

Bowling Analysis.

	O.	M.	R.	W.
Isaacs	4	0	14	0
O'Hara	21	5	45	5
Leach	19	4	37	1
Mansel-Smith	2	1	1	0

OPTIMISM REGARDING TRADE RESUMPTION.

NORMAL CONDITIONS NOW CONFIDENTLY EXPECTED.

CANTON LEADERS LEAVE FOR CONFERENCE AT NANCHANG.

There is a distinctly more optimistic feeling now regarding a return to normal trading conditions than there was when the boycott was officially declared terminated on October 10th. Then it was felt there were bound to be labour troubles and disorders. These have been experienced during the past two weeks. They have apparently now subsided and it is thought scarcely likely that they will be again renewed in a form sufficiently serious to stop business. Merchants do not anticipate that everything will be plain sailing but they are certainly of the opinion that the worst is over and that, in spite of possible temporary hindrances, the general tendency will now be towards improvement.

The *Lungshan* brought down about a hundred passengers yesterday and the *Sai On* approximately 700. There was no cargo outside of the ordinary supplies of produce, but cargo is being taken up to Canton and no difficulty is being experienced in discharging it. The same applies to the *Taishan*, which returned from Canton last night. Her passengers numbered 154, including 18 Europeans. Freight, it is thought, will be offering in Canton in reasonable quantities very shortly. At any rate there is no apparent reason why it should be withheld.

It is officially notified that the leaders of the Canton Government have gone North to survey the condition of the territory now under Nationalist control.

QUESTIONS OF FINANCE.

RAISING MONEY FROM CONQUERED TERRITORY.

[FROM OUR CHINESE CORRESPONDENT.]

Many Cantonese are of the opinion that as Kuomintang troops are now occupying large areas of Kwangsi, Hunan, Hupeh, Kiangsi, and Fukien, the people of those provinces should bear part of the expense of the Northern Expedition in order to relieve Kwangtung of some of the very heavy burdens it now has to bear. It is understood that this view is shared by several of the leaders of the party, by Mr. Sun Fo, Mr. Eugene Chen and Mr. T. V. Soong among others. These officials, it is expected, after their inspection of the new territory, will devise some means of tapping additional sources of revenue.

There is also gossip that Generals Liu Tso Lung and Tang Seng Chi, the commanders who mutinied against their superiors in order to associate themselves with the Kuomintang, are still "anti-Reds" at heart, and it is thought the tour of the Kuomintang leaders to the provinces under Liu and Tang will test the faith of the new "comrades." The Kuomintang Minister of Finance will order the sale of war bonds and how people respond will be watched with great interest.

Canton-Hankow Railway.

Since the establishment of the Ministry of Communications within the Kuomintang, suggestions have been made by officials of the Ministry that the much-talked-of Canton-Hankow Railway should be made a reality by extending the line from Shiukwan in Kwangtung to Changsha in Hunan. While there is very little hope that such a gigantic project will be carried out for years to come, it is the belief of many Cantonese that the Kuomintang will at least keep up the agitation in favour of the work in order to maintain national interest.

The Cantonese are now providing more than $8,000,000 monthly to support the Kuomintang Army in the "field," it is explained by those interested in the scheme, and four years of continuous peace would enable the provinces concerned—Kwangtung, Hunan, and Hupeh—to complete the railway without foreign loans.

Interview With Mr. T. V. Soong.

Mr. T. V. Soong, the Finance Minister, was interviewed by the *Canton Gazette* shortly before he left for the North. The questions and answers were as follow:

Q.: Is it true that you are going to the front?

A.: Yes, by the order of the Government I am going to the front with Eugene Chen and Sun Fo to unify the finance, the communications, and the foreign affairs.

Q.: Can you give a brief outline of the unification of finance of the different provinces?

A.: At the establishment of the Nationalist Government there were only two provinces, Kwangtung and Kwangsi. Recently, Hunan, Hupeh, Fukien and Kiangsi have been conquered consecutively by the Northern Expedition Forces. Other provinces such as Honan and Chekiang are going to be our possessions.

Kwangtung was the only province to be the background of the revolutionary armies. The expenditure on this Northern Punitive Expedition was entirely dependent upon the revenues of Kwangtung.

Although Kwangtung is a rich province, she cannot bear such a heavy burden for long. Therefore, it is advisable to share a part of this heavy burden with the newly conquered provinces south of the Yangtsze River.

As to Hupeh, the amount of revenue is not less than Kwangtung. A part of the revenues of Kwangtung to be deposited as surplus is used for the development of industry, the construction of railroads, the opening of roads, the improvement of the silk industry, the suppression of bandits and the establishment of schools and colleges.

This regulation of the finance of the newly conquered provinces requires a period of three months, for the reason that a rest should be given to the people after a battle and that the reorganisation of different financial organisations can hardly be accomplished within a very limited period.

Q.: Who will take charge of your affairs in Canton after your departure?

A.: Responsible persons have already been sent to different organizations under my control. Important affairs can be settled by telegrams daily.

Q.: How long will you be there?

A.: As the outlines of finance have been completed, I will be there for about one month to distribute the different staffs.

Swatow.

It is stated that the Swatow Strike Committee now deprived of its power to seize "enemy goods" through the service of its pickets, will be given $20,000 a month, payable weekly—$5,000 an instalment. The money will be drawn from the accounts of the Canton surtaxes.

THE KWANGTUNG ARSENAL.

The Kwangtung Arsenal at Shekcheng, near Canton, where work is now suspended owing to a "lock out" of all employees, will soon be operating again with new workmen engaged at Shanghai. According to the authorities of this arsenal, the plant is capable of producing 40 rifles daily, in addition to other arms, if every department of the works would co-operate. The authorities are willing to take back some of the old workmen under a new contract.

Dr. C. T. Wang.

Dr. C. T. Wang, formerly a Minister of Foreign Affairs at Peking, who has been spending a fortnight in Canton, has left for a tour of the Straits Settlements. He will also visit the Philippines.

A TRIP TO THE NORTH.

KUOMINTANG OFFICIALS' TOUR.

The Canton Information Bureau, on November 15th, issued the following statement which confirms the reports already published:—

"Important officials of the Nationalist Government and the Kuomintang Party Organisation will leave here to-morrow for a general survey of the conditions of the territory under Nationalist control.

"The extension of Nationalist power makes necessary the co-ordination of finances, communication and foreign affairs, it is stated in authoritative circles here.

"Members of the party will hold a conference at Nanchang with political representatives of the Nationalist Government in the field to draft plans. The inspection party includes T. V. Soong, Minister of Finance, Eugene Chen, Minister for Foreign Affairs, Sun Fo, Minister of Communications, and others, with secretarial staffs.

"The tour is expected to take a month to six weeks."

AN ASTOUNDING PIRATICAL OUTRAGE.

TWO EUROPEAN LADIES MADE CAPTIVES.

"SUNNING" ATTACKED AND SET ABLAZE.

CHIEF ENGINEER SERIOUSLY WOUNDED.

EIGHTEEN PIRATES CAPTURED.

A determined piratical attack on a British vessel on the high seas, resolute resistance by the officers, the discomfiture of the pirates and the setting of the ship on fire; the escape of the sea-wolves and the eventual capture of some of them, and the hurry of warships and mercantile vessels to the scene—such in brief was the sensational news wirelessed to Hongkong yesterday morning.

The ill-fated vessel was the s.s. "Sunning" (China Navigation Company). More startling news was to hand late last night when it was ascertained that two European ladies were kidnapped, that the Chief Engineer was seriously wounded, and that three officers, two quarter-masters and one lady passenger had been picked up by a Norwegian steamer. Nine pirates were arrested on board the "Sunning" and H.M.S. "Bluebell" captured a boatload of pirates and booty.

SCENE OF PIRACY.

GUNBOAT ATTRACTED BY BLAZE AT SEA.

Some 80 miles from Hongkong, off Chilang Point, midway between here and Swatow, in the early hours of yesterday morning, H.M.S. *Bluebell* which left here on Monday for Swatow discovered a vessel ablaze, and went to her assistance. She was found to be the s.s. *Sunning*, owned by the China Navigation Company (Butterfield & Swire), a coastal vessel engaged on the Shanghai-Hongkong run. She had left Amoy the previous morning for Hongkong. The upper works of the ship were afire and when the gunboat arrived efforts were being made to quell the blaze.

On ascertaining the cause, which was to the effect that following a piratical attack which did not succeed owing to the resistance of the officers and men, the pirates having escaped in small boats after firing the vessel, a wireless message was sent to the Naval Authorities here. The message also stated that two ships of the China Navigation Company, the *Kaying* and the *Suiyang* were standing by. The *Kaying* was proceeding to Swatow and Bangkok, and the other vessel was coming to Hongkong from Shanghai when they saw the *Sunning* in distress.

Taikoo Tug Sent Out.

At about the same time, No. 4 Police Launch, which was out in the neighbourhood of Bias Bay picked up the message and also wirelessed it to Hongkong.

On receiving the news, the Taikoo Dock tug was despatched to the scene, with Mr. Kinghorn (the Marine Superintendent of B. & S.) aboard. The Captain Superintendent of Police (the Hon. Mr. E. D. C. Wolfe), Mr. T. H. King, and Capt. Bloxham also went to the scene.

Wireless messages received later indicated that the fire had been quelled and that the vessel was being towed to Hongkong by the *Taikoo*, accompanied by the *Suiyang*.

The s.s. *Sunning* is a comparatively new boat, having been launched at the Taikoo Dockyard in 1916. She is a steel screw vessel of 2,555 tons, and her dimensions are:—Length, 310 feet; breadth, 41 feet; and depth, 22 feet. She is equipped with engines of 189 nominal horse-power, and is fitted with wireless. Her port of registry is London. Captain Pringle is in command. The steamer was due to arrive in Hongkong yesterday afternoon, and to leave here for Shanghai on Saturday.

HARROWING EXPERIENCES.

LATEST DETAILS OF THE OUTRAGE.

Further details gleaned late last night confirmed the previous story, and though the information was meagre it tends to prove that the officers and passengers of the vessel passed through a harrowing experience. The sudden piratical attack, the setting of their vessel on fire, followed by the commandeering of some of their boats all combined to place them in a position of appalling uncertainty as to their fate.

It seems safe to postulate that a stubborn encounter took place on the vessel. Later the fire broke out, but how it arose cannot as yet be ascertained.

It appears that the Japanese vessel, s.s. *Kaiyo Maru* was the first to report that the s.s. *Sunning* was on fire off Chilang Point. Another Japanese steamer, the *Genoa Maru*, was also in the vicinity and both these vessels accompanied H.M.S. *Bluebell* to her assistance.

About the same time, the *Bluebell* also reported that the vessel was heavily on fire, and that she had anchored ahead of her, and was endeavouring to get hoses on board, but that a strong wind and heavy seas made this very difficult. By this time, the s.s. *Kaying* had also arrived, and was rendering what assistance she could.

Ladies Kidnapped: Boats Seized.

It was not until communication had been established that it was learned that a piracy had occurred, and that most of the pirates had escaped in the ship's boats, taking with them two European ladies. It was further ascertained that the Chief Engineer was seriously wounded.

An armed guard from the *Bluebell* was placed on board the *Sunning*, and the vessel searched. As a result nine pirates were arrested. The gunboat which was alongside was forced to cast off owing to the heavy sea running. By this time the fire had subsided and the *Bluebell* proceeded to search for the ship's boats, leaving the *Sunning* in tow of the *Kaying*.

Later the *Bluebell* picked up one boat with ten Chinese on board, but one jumped overboard and was drowned. There were no Europeans in this boat, but watches, money, and one revolver were found.

Survivors Picked Up.

Later, a message was received from the Norwegian steamer, *Ravens Fell*, bound for Chinwangtao from Hongkong, to the effect that she had picked up a boat containing three officers, two quartermasters, and one lady passenger from the *Sunning*. Meanwhile a seaplane from H.M.S. *Hermes* had reported sighting an empty ship's lifeboat near Cape Pedro Blanco.

The *Sunning* will not arrive until this morning.

No further reliable information had been received up to a late hour last night, but it was learnt that British warships were searching the area in which the piracy had occurred.

THE POLITICAL SITUATION.

COLONEL MALONE'S VIEWS.

Col. C. L'Estrange Malone, F.R.Ac.S., who recently returned to England from a tour of investigation in China, during which he lived with the Chinese, in Chinese fashion, and visited all the important centres from Harbin to Canton, has set out his findings in an I.L.P. publication entitled, "New China," of which Part I. deals in a well-written and interesting eight chapters with the political situation. Colonel Malone, says the *China Express & Telegraph*, after describing the vastness of China, gives his views on the numerous "Governments," among which he includes the Diplomatic Corps, as a force of influence. He favours the party at Canton—the Kuomintang—as the hope of China, and the only party with a definite and detailed programme. Among other matters reviewed by Colonel Malone is the policy of the Foreign Powers and their interests. Answering the question, "What can be done to help China out of the welter and chaos into which she has fallen?" he says it is surely time to take what appears to be the best course in the present situation, and end the "humbug of Peking," the support of a shadow Government under the pretence that it is the central authority in China, and recognise for the time being the *de facto* partition of China, giving to each Government its appropriate share of the surplus of the Customs Revenue. England, he holds, should take the lead rather than invariably follow up in the rear in revision of policy and outlook.

Trade and a Russian Loan.

The *Daily Mail* understands that during his conversation on October 11th at the Foreign Office with Sir Austen Chamberlain, M. Krassin, the Bolshevist Charge d'Affaires, was told that if he sought a loan in the City it would be necessary to consider the repayment of former debts, and also to consider the cessation of action against British trade in the Far East.

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Marks		Goods.	ex Steamer.	Date.
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DEF	2	coils Rubber Tyres	"Soochow" ...	19/8/21.
YK	12	pkgs. Crucibles	"Soochow" ...	26/6/22.
H.B. & S.	1	C/s. Merchandise	"Taming" ...	14/11/23.
S.Z.	1	pkge. Crucible	"Shantung" ...	26/6/24.
S.S.	1	pkge. Medicine ...	"Shantung" ...	20/10/24.

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November 12th, 1926. 4192

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HONG KONG CLUB.

NOTICE.

THE INTERPORT CRICKET DINNER is POSTPONED from TUESDAY, the 16TH, to THURSDAY, the 18TH NOVEMBER, 1926, at 8 P.M.

By Order,
T. A. ROBERTSON,
Lieut.-Colonel,
Secretary.

Hongkong, 15th Nov., 1926. [4196

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL MEETING of MEMBERS will be held in the JOCKEY CLUB ROOM, HONGKONG CLUB ANNEX, on THURSDAY, 18TH NOVEMBER, 1926, at 12.30 P.M.

By Order,
C. B. BROWN,
Secretary.

4191]

ST. STEPHEN'S COLLEGE.

PROSPECT PLACE, BONHAM ROAD.

THE NEW SCHOOL YEAR begins DECEMBER 13TH. Entrance Examination for New Boys, SATURDAY, DECEMBER 11TH at 9.30 A.M. For Prospectus, for Boarders and Day-boys, apply

ST. STEPHEN'S COLLEGE.
PROSPECT PLACE.

4162]

BY ORDER OF THE MORTGAGEES.

PARTICULARS
OF THE
VALUABLE LEASEHOLD PROPERTIES

Situate at Victoria in the Colony of Hongkong and known as No. 34, TAI YUEN STREET situate upon SECTION G of INLAND LOT No. 388

To be Sold by
PUBLIC AUCTION
IN ONE LOT
ON
THURSDAY, THE 18TH DAY OF NOVEMBER, 1926, AT 3 O'CLOCK P.M.
AT THE
CHINA AUCTION ROOMS,
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BY
MR. E. V. M. R. DE SOUSA, Auctioneer.

The Lot consists of:—

All that Piece or Parcel of Land situate at Victoria in the Colony of Hongkong and known as SECTION G of INLAND LOT No. 388 together with the Messuage, Erections and Buildings thereon known as No. 34, TAI YUEN STREET. The Property is held for the unexpired residue of the term of 999 years from the 16th March, 1855, created by an Indenture of Crown Lease dated the 19th May, 1855, and made between HER LATE MAJESTY QUEEN VICTORIA of the one part and CHEONG ASSOW of the other part.

Annual Crown Rent: $9.80. Area: 820.7 sq. feet or thereabouts.

For Further Particulars and Conditions of Sale apply to:—

MESSRS. JOHNSON, STOKES & MASTER,
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MR. E. V. M. R. DE SOUSA.

Hongkong, 5th November, 1926. [4165

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DEATH.

RAMSEY.—On November 8th, at the home of her parents, 61, Grande Allee Quebec, Canada, ETHEL RAMSEY, beloved wife of Dr. J. OSCAR THOMSON, of the Canton Hospital, Canton. (Shanghai papers please copy.) [4199

Hongkong Office: 1a, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, NOVEMBER 17TH, 1926.

THE GREAT MOTOR SHOW AT OLYMPIA.

THIS year's Motor Show held in London at the end of October really deserves the epithet "great" which was conferred upon it by expert observers. It was a great show not merely because it was international in character and drew exhibitors and visitors from distant countries, or because there were many cars superlative in design, construction and lowness of cost, but because the choice of cars offered to the public with incomes from the lowest to the highest is wider to-day than it has ever been in the history of motoring—wider and finer. There was a time not so long ago when the motor car theatened to be yet another characteristic engine of luxury, another badge of the rich, but that was a transitory stage and it has now passed away for ever. Of course, this year, even more notably than perhaps heretofore, cars were to be seen at Olympia which were veritable miracles of comfort and superb coachwork. To ride in them is equivalent to being transported from place to place in a sumptuous drawing-room. But in essentials the motor car has ceased to be the exclusive possession of a small wealthy class. At this year's show the £100 car made its appearance, and by all accounts it is very good value for the money. At the other end of the financial scale were the £3,000 cars, which are the last word in luxury. The fact may be noted in passing that inquiries at Olympia for these super-cars were as numerous as ever, which seems to indicate that in spite of what is said in respect of high taxation and hard times in England there certainly must be plenty of money about.

A feature of the show was the extraordinary proof it afforded of the interest which women now take in motoring. They out-numbered the men in the broad aisles, which, in the aggregate, extended for nearly three miles between the stands. They made it clear, too, that they are well acquainted with the technical details of motors. The woman owner-driver undoubtedly knows what she wants. Manufacturers are becoming alive to the fact, and are anxious to meet the new and sometimes exacting demands of Eve. It is seen in the efforts to introduce general improvements making for simplicity and ease in handling a car, and also in the tendency towards brighter colours. For years cars have been painted in drab or neutral shades, but if this year's models are a guide the roads will soon present a kaleidoscopic effect with swiftly moving vehicles in vivid tones of blue and yellow and red, and combinations of these and many other hues. Cellulose paint, which was a new departure at the Motor Show, was very much in evidence, and it is appealing to woman buyers. The hard finishes given by this process will, it is found, stand dry-cleaning unless cars are too much caked with hard mud, the result of neglect.

The increasing popularity of motoring—especially in Britain—is, of course, due to the development of the small car for sale at a comparatively low price. There are several makes on the market which are thoroughly reliable at about £150. It is this development which has caused the annual Motor Show at Olympia to become one of the events of the year, so that the influx of visitors taxes the hotel accommodation even of London. What the average man feels now is that the design of the small car is stabilised, that prices will not vary to any considerable extent for some time, and that whatever changes are made will be to improve quality, which means value for money. It is stated by expert commentators on this year's show that Great Britain makes the best cars in the world, and we believe the claim is well founded. Even in the lowest-priced models the design, the finish, and the craftmanship have risen to a pitch of soundness and refinement far beyond the current practice of even a few years ago. The motor industry is one of the few British industries that can look back with satisfaction over the post-war years at a record of steady progress in the face of innumerable difficulties. So well has the ever-growing public demand been met that there is no longer the slightest reason why anyone who thinks of purchasing a car, of whatever type or price, should have to look to non-British manufacturers to suit his case.

We are glad to learn that British makers of light cars are paying close attention to the potentialities of overseas markets. In the past three or four years the production has about doubled, and the export trade is four times what it was. This is something worthy of notice, for the quality of cars turned out, as well as the serious efforts of producers to meet overseas conditions, is what is opening these markets. There are no statistics of production; and one of these days the official organisation of the industry will probably find it sound business to publish authentic figures relating to the out-put of British factories. Meanwhile, it is beyond question that the motor trade is prospering, and that this agreeable state of things is due mainly to the small car, which is a stout, sturdy, roadworthy proposition. The demand at Home is great, and seems likely to continue, but we learn that those who shape the motor industry's course are looking ahead, and although they are vastly encouraged by immediate prosperity as a result of the multitude of buyers at their doors, they are at the same time laying plans to meet the expected big demand overseas for British cars in the course of the next few years.

A meeting of the Sanitary Board was held yesterday. There was no business of public interest on the agenda.

General Bramwell Booth of the Salvation Army will be the guest at a special tiffin at the Union Club, Shanghai, on the 19th instant.

Will members of the Helena May Institute please note that on Monday, November 22nd, at 5.30 p.m., Mr. D. O. de Silva will give a lecture on "Japan."—ADVT.

A fairy play and shadow pictures are to be presented at "Christmas matinees" to be given at the Theatre Royal on Wednesday and Thursday (December 22nd and 23rd) in aid of the Ministering Children's League and Seamen's Institute.

During the week ended November 13th one Chinese case of diphtheria was reported and four Chinese and one Australian (imported) cases of enteric fever. During the 24 hours ended November 15th one Chinese case of enteric fever was reported.

The collection taken at the morning service at St. John's Cathedral on Armistice Day amounted to $416.40 and a draft for £40.8.9. the equivalent at 1/11-5/16, has been remitted to the Treasurer of St. Dunstan's Hostel for Blinded Soldiers & Sailors.

Mr. J. W. Stephenson, on October 18th, succeeded Mr. C. A. V. Bowra (retired) as Resident Secretary in London of the Chinese Maritime Customs Service. Mr. Stephenson joined the Service in 1899, became a Commissioner in 1922, and succeeded Mr. Bowra as Chief Secretary at Peking in 1924. He was officiating Inspector-General at Peking last year.

The case in which Mr. B. A. Hyder was summoned for disobeying a police signal, whilst driving a car at Morrison Gap Road, was dismissed at the Central Magistracy yesterday. The case had been previously adjourned for the attendance of Mr. W. C. Clark, of the Hongkong Electric Company, who was riding a motor-cycle at the same place and at the same time. Mr. Clark had been asked to attend, but did not appear.

As previously mentioned, Dr. John Alison, M.A., LL.D., F.R.S.E., who recently retired from the headmastership of George Watson's College, Edinburgh, is due to arrive in Hongkong next Monday in connection with his world tour of Watsonian Clubs. A paragraph in a *N.-C. Daily News* to hand states that Dr. Alison was entertained at the Palace Hotel, Shanghai, last Friday by Shanghai Watsonians. Dr. Alison is accompanied on his tour by Mr. Ryrie Orr, editor of the *Greenock Telegraph*, and chairman of the Renfrewshire Musical Festival Association. Mr. John Fleming, of Messrs. Lowe, Bingham & Matthews, is in charge of the local arrangements for welcoming Dr. Alison.

A dinner in honour of Mr. E. S. Cunningham, American Consul-General and Senior Consul, at Shanghai, was given on the 11th instant at the Bureau of Foreign Affairs by Mr. Hsu Yuan, Commissioned of Foreign Affairs, and other local Chinese officials. Prominent Americans and Chinese were present. Mr. Hsu spoke of having first met Mr. Cunningham many years ago when he was Commissioner of Foreign Affairs in Kaifeng and Mr. Cunningham was Consul-General at Hankow. He wished Mr. Cunningham a happy trip home and a good holiday but more emphatically a speedy return. He also took the opportunity to welcome Mr. Gauss, who was substituting for Mr. Cunningham during his absence.

While returning to her home from Homuntin on Saturday evening(Mrs. Spraybury, of No. 231, Nathan Road, Kowloon, met with an alarming experience. She was walking near the junction of Nathan Road and Ningpo Road about 7.30 p.m. when a Chinese attempted to snatch her handbag. During the struggle with the miscreant, who threw pepper into her face, Mrs. Spradbury cried out for assistance, but failed to attract anyone's attention. She was dragged along the ground for several yards by the snatcher, who had thrown her to the ground, and who eventually made off with her handbag, containing $35 in notes, and other articles. The thief made good his escape by running through Ningpo and Woosung Streets in the direction of Yaumati. The police are investigating the case.

NORTHERN SITUATION.

ATTEMPT TO RECAPTURE KIUKIANG.

WU AND SUN CONCENTRATING.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, November 16th.

A message from Sun Chuan Fang's local headquarters announces that Sun Chuan Fang is concentrating five brigades in an attempt to recapture Kiukiang. He has gone to the front personally to direct operations. The announcement adds that it is probable that Wu Pei Fu will simultaneously launch an attack on Kiukiang from the West and North of Hupeh.

BRITISH SHIPS' PRECAUTIONS.

UNION JACKS PAINTED ON SIDES.

SHANGHAI, November 16th.

It is noteworthy that many British vessels docked in Shanghai which ply in Chinese waters have painted on their sides Union Jacks so that militarists up river in future will have no excuse for firing on or commandeering them.

SHANGHAI SEAMEN'S STRIKE ENDED.

STRIKERS DISMISSED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, November 16th.

The seamen's strike has completely ended. The Strikers have been summarily dismissed and the discharged crews replaced.

POLITICAL CRISIS IN PHILIPPINES.

SEQUEL TO RECENT ORDER BY GOVERNOR.

SENATORS REFUSE TO OBEY.

[THROUGH REUTER'S AGENCY.]

MANILA, November 16th.

The most serious political crisis for years arose to-day when the Senate President Mr. Quezon and the speaker Mr. Roxas, who were last week ousted from the board of control by Governor General Wood's executive order, notified General Wood that they refused to recognise the legality of the order and that they would continue to act as a Majority of the Board and vote for Government owned stock in the National Bank, Coal Company, Railroad, and other Government enterprises.

The first test is expected this week when the coal company directorate meets. Messrs. Quezon and Roxas intimate that they will instruct the secretary of the company to refuse to surrender the books to the Governor-General, thereby forcing the latter to seek a legal remedy against them.

It is intimated that General Wood is unwilling to leave the Philippines in January to Washington as scheduled on account of the situation.

PROPERTY SALE.

At the China Auction Rooms yesterday afternoon, Mr. E. V. M. R. de Sousa sold, by order of the mortgagee, a leasehold property situate at Mongkok Tsui, Kowloon, and known as Section A of Kowloon Inland Lot No. 952; sub section 1, 2 and the remaining portion of Section A of Kowloon Inland Lot No. 953 and sub-section 1, 2, 3, 4 and the remaining portion of Section A of Kowloon Inland Lot No. 954, together with the buildings thereon, known as Nos. 1,061, 1,063, 1,065, 1,067, 1,069, 1,071 and 1,073, Canton Road.

The area of the property is about 8,821 square feet, and the annual Crown rent is $130.18.

The upset price was $30,000, and after one advance had been made of $500, Messrs. Chan Yick and Ho Chik became the purchasers.

The keeper of a gambling house was fined $75, and eight other gamblers fined $3 at the Central Magistracy yesterday. Several others did not appear, and estreated their bail of $3.

"You paid a fine of $50 last month. We will try $100 this time and see if you will pay that too," said Mr. R. E. Lindsell at the Central Magistracy yesterday morning to a Chinese youth charged with being in possession of opium.

A Chinese constable was sentenced to six weeks' hard labour at the Central Magistracy yesterday for sleeping on duty. Defendant was an habitual offender, there being no less than seventeen occasions when he was dealt with departmentally. Mr. F. E. Loseby defended.

COAL DISPUTE.

SETTLEMENT ASSURED THIS WEEK.

INCREASED PRODUCTION.

[BRITISH WIRELESS SERVICE.]

RUGBY, November 16th.

Votes already taken in the mining districts leave no doubt that the coal strike will end this week with the acceptance of the Government's settlement plan. One aspect of the coal situation is the exceptionally high output of men who have already returned to the pits. Last week nearly one and half million tons were produced.

The miners in Nottinghamshire and Derbyshire raised over 570,000 tons, the greatest quantity yet worked in the district and 75,000 tons more than in the previous week. The average amount produced in those counties during the week by every worker employed both on the surface and underground was 6·6 tons, a record for the area.

Even more remarkable was the achievement of 10,000 workers at Bolsover, a Derbyshire group of collieries. Their average output for the week was 8.4 tons each. In most cases the miners in these two counties are earning more than they did before the stoppage. Such results emphatically contradict allegations that the miners have returned to work sullenly and unwillingly.

[THROUGH REUTER'S AGENCY.]

More Men Return.

LONDON, November 15th.

To-day, there were 7,442 more miners at work, making a total of 336,153 men.

LATER.

Reports from a number of coalfields indicate that a majority will be obtained for acceptance of the Government's plan.

The South Wales Miners' Federation has decided to accept the terms "as a matter of loyalty to the Miners' Federation.

The Lancashire and Cheshire Federation has endorsed the action of its conference delegates in supporting acceptance.

The Yorkshire Miners' Council, presided over by Mr. Herbert Smith, made no statement after the meeting, but it is believed that the proposals were overwhelmingly adopted.

The Derbyshire Council, after an eight-hours' sitting, decided to refer the terms to the members without any recommendation, but it is felt to be accepted.

Over thirty collieries are already working in Northumberland.

[BRITISH WIRELESS SERVICE.]

South Wales Stubborn.

RUGBY, November 15th.

The first votes taken in the coalfields have been in favour of accepting the terms proposed by the Government for a settlement.

Such decisions were reached at meetings of miners at Clydach Vale, Blaenavon, Garndiffaith, and Abertillery in South Wales. The Miners' Councils of Yorkshire and Warwickshire have also decided by a big majority in favour of acceptance.

It is noteworthy that in South Wales the men have preserved a more united front than in any other coalfield and that the South Wales representatives voted for the rejection of the Government proposals at the Delegate Conference held in London last Saturday. The favourable decisions now recorded by the above-mentioned South Wales districts, may, therefore, without undue optimism be taken as indicating the probability of the settlement being accepted not only in South Wales, but generally throughout the country.

TREMENDOUS FLOODS AT HOME.

FURTHER DETAILS.

RUGBY, November 16th.

A large reservoir situated on the edge of a moor above the Aire Valley near Keighley in Yorkshire burst its containing wall yesterday as a result of the heavy rainfall of the past few days. The waters poured down the moorside flooding acres of land and submerging roads before finding escape in the flooded river. No loss of life occurred.

The rainfall was also responsible for a landslide at Blackburn in Lancashire which carried a roadway into the river. In Wales rain was almost incessant yesterday and the river at the village of Cym where the homes of the residents are threatened again rose. The position is declared to be serious. An air pilot who flew between Paris and London yesterday stated that floods in South-East England appear from the air like an inland sea and make navigation difficult owing to the disappearance of some of the landmarks.

THE IMPERIAL CONFERENCE.

REPORTS BY COMMITTEES.

VARIOUS TOPICS DISCUSSED.

[BRITISH WIRELESS SERVICE.]

RUGBY, November 15th.

The Imperial Conference held its twelfth Plenary Session to-day, when the main discussions on defence, begun on October 26th, were concluded, statements being made by the Prime Ministers of Canada, Australia, New Zealand and Newfoundland, by Mr. Havenga, for the Union of South Africa, by Mr. O'Higgins, for the Irish Free State, and by the Maharaja of Burdwan, for India.

High appreciation was expressed of the arrangements under which at the naval review, at Camberley and at Croydon, the Dominion and Indian delegations had had an opportunity of seeing and studying the latest service developments.

Various reports of economic sub-committees were brought up and approved, and resolutions contained in these reports thus became the resolutions of the Conference.

On the recommendation of the General Economic Committee, a resolution in the following terms was accepted: "The Imperial Conference welcomes the efforts that are being made to reach an international agreement upon measures for abolishing the evils resulting from the discharge of oil in navigable waters, and recommends the principles of the Draft Convention for this purpose, recently prepared at Washington to the consideration of the Governments of the Empire."

Shipping Problem.

On the subject of the unification of rules relating to bills of lading the Conference noted with satisfaction, that there is a good prospect of the general adoption throughout the Empire of the rules embodied in the International Convention at Brussels, in 1923, and welcomed the progress towards the achievement of international uniformity upon the terms of those rules. The progress made in the direction of securing the unification of maritime law by the preparation at Brussels, of draft International Conventions in regard to the limitation of shipowners' liability and to maritime mortgages and liens, was also welcomed and the Conventions were commended to the consideration of the Governments of various parts of the Empire. It was agreed also that the work of the Imperial Shipping Committee is of importance to the Empire and that the committee should be maintained on the present basis, deriving authority from and being responsible to the Governments represented in the Imperial Conference.

At to-day's meeting, several of the delegates, in expressing their admiration of the work of the tanks at Camberley, on Saturday, declaring that the new six-wheel lorries, which could be rapidly converted into tractors for cross-country purposes, were capable of development for peace time uses, particularly in the Colonies and in India.

Distribution of Population.

Several of the committees of the conference held further meetings to-day. The Overseas Settlement Committee completed its first survey of its draft report, after explorations covering a very wide field of inquiry, and the report will probably be finally passed to-morrow. The main object of the inquiry has been to promote the re-distribution of the white population of the Empire to the best interests of the Empire as a whole.

On the subject of the production and exhibition within the Empire of cinematograph films of British origin, the Economic Sub-Committee has now completed its consideration, and a report is being drafted. It is probable that at Thursday's plenary sitting, these and the Research Committee's reports will be presented for approval.

Meanwhile, the Prime Ministers Committee on inter-Imperial relations continues to sit daily and the Committee on Treaty procedure has arranged for further meetings this week.

The Overseas delegates will witness a display of airships at Cardington, on Thursday.

DUKE OF YORK'S AUSTRALIAN TOUR.

OFFICIAL PROGRAMME.

RUGBY, November 15th.

The official programme of the Duke of York's visit to Australia and New Zealand is issued.

His Royal Highness will leave Portsmouth on January 6th in the battle cruiser *Renown*. He will make a stay of three days at Kingston, Jamaica, and will then proceed by way of the Panama Canal. At Suva, in Fiji, he will stay one day. The Prince will reach Auckland, New Zealand, on February 22nd and his visits to the chief towns of New Zealand and Australia will occupy until May 23rd, when he will leave Fremantle for England. The voyage home will be made by way of Mauritius, where the Prince will stay three days, and through the Suez Canal.

BROADCASTING BY THE STATE.

RELATIONS WITH THE PRESS DEFINED.

THE BRITISH BROADCASTING CORPORATION.

[BRITISH WIRELESS SERVICE.]

RUGBY, November 15th.

The Postmaster-General introduced into House of Commons the supplementary estimate for the British Broadcasting Corporation which is to take over on January 1st, as a national concern, the broadcasting services hitherto conducted by a private company—the British Broadcasting Company. He said it was not until broadcasting became something more than a scientific toy that statesmen began fully to realise the importance of regulating its further conduct. It was in pursuance of the recommendations of the Committee of Inquiry presided over by Lord Crawford that the Government asked the House to set up a British Broadcasting Corporation. The charter was for ten years and it was the Government's confident belief that the Corporation would so discharge its duties that at the end of that period no other form of organisation would be thought desirable.

Power to Distribute News.

As to the relations between the new Boardcasting Corporation and the press, the Postmaster-General said objection had been taken to the Corporation being given power to collect and distribute news from any source which might be found necessary. Under the present arrangement the B.B.C. was by agreement severely circumscribed in its news service. The Governors designate of the Corporation proposed to continue this arrangement for a few months in order to afford time for discussions to continue between the press and the new Corporation. He was bound to say that the Corporation must possess ample and full powers for the collection and distribution of news, not in order to obtain a position of privilege but to secure a position of equality.

Apparently many newspapers took the view that the broadcasting of news affected the material interests of the press. Personally he took the view that there would always be a demand for the printed page and that that demand could be stimulated by the use of a broadcasting service. If they regarded these things as complementary and not hostile it would be possible to drive a much better bargain with the newspaper world.

BRITISH FLIGHT TO THE EAST.

TWO SMALL PLANES LEAVE FOR INDIA.

RUGBY, November 16th.

Two small Moth aeroplanes with 26 horse-power Cirrus engines left London on a flight to the East yesterday. The pilots are Neril Stack and Bernard Leete, both of whom saw service in the war with the Air Force. The former was at one time the pilot of the Cairo Baghdad Air Mail.

The aim of this daring adventure is to prove the practicability of long distance flights in small machines. The pilots' first object is India and they hope to fly by stages of between 400 and 500 miles daily. It is their intention to devote themselves in India to the promotion of flying clubs but if conditions are favourable they will continue their flight eastward with Australia as the ultimate goal.

SUDAN-KENYA AIR SERVICE.

FIRST SEAPLANE SHIPPED.

RUGBY, November 16th.

The first seaplane for use on the experimental seaplane service between Khartoum and Uganda and Kisumu in Kenya was formerly christened at Rochester yesterday by Lady Beatrice Ormesby Gore preparatory to being shipped to Egypt. This new service is being assisted by the Uganda, Kenya and Sudan Governments. The machine is of the same type as that used by Sir Alan Cobham and represents the co-operation of five British aircraft firms. An experimental service is to start in January and the Royal Air Force in Egypt have arranged to make some connecting flights from Khartoum to Cairo and the South African Air Force will probably make at least one flight North to connect from Cape Town with the Kisumu-Khartoum Service.

[THROUGH REUTER'S AGENCY.]

RUBBER EXPORTS

QUESTIONS IN COMMONS.

LONDON, November 15th.

In the House of Commons, Mr. F. G. Penny asked whether, in view of the uncertainty as regards the actual quantity of rubber held in the East against unused export rights, Mr. Amery could state the exact amount on October 31st last.

Mr. Amery replied that no useful figures were yet available, and he asked Mr. Penny to repeat the question when Mr. Amery had received information from Ceylon and Malaya.

Mr. Penny asked Mr. Amery to enquire whether the amount of rubber coincided with the unused coupons issued and, if not, what action would be taken as regards the excess unused coupons, against which no actual rubber was stored at the end of October.

BRITISH POLICY IN CHINA.

RODNEY GILBERT CRITICIZED.

FORMER CUSTOM COMMISSIONER'S SPEECH.

[THROUGH REUTER'S AGENCY.]

LONDON, November 16th.

Speaking at the Union Club yesterday, Mr. L. A. Lyall, formerly Commissioner of Customs in Shanghai, criticized the English policy in China. He said that Mr. Rodney Gilbert's book "What's Wrong With China" had done harm to Anglo-Chinese relations, and hoped that the book would be out of print in the course of a few years. Unfortunately, Mr. Lyall continued, many English papers were run on the lines of Mr. Gilbert's book. In this case the greater the truth, the greater the harm.

Dealing with the Tariffs Treaties, he said it was not because the tariffs were drawn up by very wise men that they had succeeded. Their success was due to the sweet reasonableness of the Customs staff in the direction of compromise. As regards the treaties in regard to extrality they were alright when a few foreigners were huddled together in a few treaty ports, but when settlements are spreading like measles all over China, and foreigners who did not understand the Chinese were travelling everywhere in the interior, the Chinese had a grievance and the treaties ought to be revised.

BELGIANS IN CHINA.

POWERS SUBMIT VIEWS TO CABINET.

PEKING, November 16th.

The Cabinet has now received Memoranda from the various Ministries expressing their views concerning the proposed regulations according favourite treatment to Belgian subjects in China pending the negotiation of a new treaty, and it is thought that the matter will be discussed later in the week. Cabinet officials, replying to questions this morning, however, were unable to indicate when the promulgation of the regulations was to be expected.

FOREIGN POWERS AND CHINA.

MORE QUESTIONS IN COMMONS.

LONDON, November 15th.

In the House of Commons, Sir Harry Britain, asked whether any effective form of co-operation existed between the Powers interested in the protection of the lives and property of their nationals in China.

Sir Austen Chamberlain replied that co-operation between the Powers had always been practised as far as the means permitted, but such co-operation was not the subject of any formal agreement. He added, supplementarily, that practical co-operation had been secured quite recently.

Mr. H. W. Looker asked for an assurance that the British Government would not hesitate to take any steps necessary, not merely to ensure the protection and security of British subjects, but also to ensure that British rights of property and other British rights were not interfered with.

Sir Austen Chamberlain said that the Government would continue to do its best to protect British lives and interests.

Sir Austen Chamberlain, told Mr. Trevelyan, that the new Minister Mr. Miles Lampson was proceeding to Peking.

SINGAPORE BASE.

QUESTION OF DOMINIONS' CONTRIBUTIONS.

LONDON, November 16th.

According to the *Daily News*, the Imperial Conference yesterday fully discussed the question of the Singapore Base along with other matters of Empire defence. It is understood that the financial aspects of the scheme were put very frankly before the Dominions delegates with a view to ascertaining what contributions to the cost they are prepared to make.

AUSTRALIAN COTTON MILL.

HUGE MACHINERY ORDER FOR LANCASHIRE.

LONDON, November 16th.

According to the *Liverpool Post* a sensation has been caused in Lancashire by the news that an order for £1,000,000 of cotton mill machinery has been received by an Accrington firm from the Australia Development Company, which recently launched a scheme for the erection of a big cotton mill in Melbourne.

LATER.

The *Manchester Guardian* does not mention the amount of the order placed in Accrington but says that the Austral Development Company recently launched a scheme for the erection of a big cotton mill in Melbourne with a capital of a million sterling.

MOTIVE POWER FROM THE SEA.

IMPORTANT FRENCH DISCOVERY.

[THROUGH HAVAS AGENCY.]

PARIS, November 16th.

The French Scientists Claude and Boucherot demonstrated experimentally to the Academy of Sciences the possibility of obtaining huge motive power from the sea. Utilizing the difference of temperature between the sea surface and deep waters and then boiling in a vacuum the tepid water on the surface, the scientists showed that steam thus produced of which the pressure is only 3/100 atmospheres can work a turbine constructed for the pressure of 20 atmospheres, thanks to a special apparatus producing a vacuum which is kept very high in a condenser.

[THROUGH REUTER'S AGENCY.]

JAPANESE MINE DISASTER.

50 CASUALTIES.

FUKUOKA, November 16th.

An explosion occurred at the Gotoji colliery owned by Mitsui. The casualties will probably be about fifty.

NEW PACIFIC CABLE.

VANCOUVER, November 16th.

The Pacific Cable Board's cable laying steamer *Dominia* has completed the laying of a duplicate cable from Bamfield to Fanning-Island a distance of 3,448 miles. The steamer *Faraday* is now linking up a second cable between Fanning Island and Fiji.

BRAZILIAN RUBBER INDUSTRY.

DEVELOPMENT BY BIG BRITISH COMPANY.

LONDON, November 15th.

The *Financial Times* says that extensive developments in the rubber industry in Brazil are occurring. A large para rubber concern in which important rubber interests are identified, is being formed. The Chairman is Sir Ernest Birch, and the Board includes Sir Martin Conway and Mr. F. W. Croucher, a Director of the Rim Malacca Rubber Estates. The Company will acquire the whole share capital of the Companhia Paraense de Plantacoes de Borracha, which owns rubber estates of 415,000 acres, and will apply for an exclusive concession which the Brazilian Government has been authorised to grant, for erecting a rubber factory in the City of Para.

THE IRISH DISORDERS.

LATEST DETAILS.

LONDON, November 15th.

The outburst of disorder in Cork on Saturday appears to have been part of a concerted action the purpose of which is obscure.

At least eight barracks in the Free State were raided. The documents seized were unimportant. Eleven persons, believed to include all the important personnel of the Republican General Headquarters, have been arrested in Dublin and there have been ten arrests in Cork. Armed raiders shot and mortally wounded an orderly in the barracks at Hollyford, County Tipperary. A military camp near Dublin was also raided, arms carried off and a sentry shot and seriously wounded.

THE JAVA OUTBREAK.

SITUATION UNDER CONTROL.

AMSTERDAM, November 15th.

Latest messages from Batavia with regard to the Java Communist outbreak, report that the situation is practically everywhere controlled and that arrests continue. The small and uninfluential Communist Party of the Netherlands has telegraphed the Colonial Minister, and Jonkheer de-Graeff, the new Governor of the Dutch Indies ascribing the disorders to the alleged maladministration by Dr. Fock an ex-Governor.

Reinforcements being Rushed up.

BATAVIA, November 16th.

Five hundred insurgents armed with rifles attacked the garrison at Labocan but were repulsed by rapid fire. A soldier was slightly wounded. It is believed that the rebels suffered severely.

Details are lacking as communications are cut. Military reinforcements are rushing to the scene but many bridges are broken and roads blocked.

WOLSELEY MOTORS.

COMPULSORY WINDING UP.

LONDON, November 16th.

On the petition of Mose Gear and Co., Ltd., Mr. Justice Eve has ordered the compulsory winding-up of Wolseley Motors, Ltd.

RUSSO-TURKISH PARLEY.

FEAR OF ITALY?

PARIS, November 15th.

The meeting between M. Chicherin and Rushdi Bey continues to be very much commented upon. It is regarded by newspapers as indicating Turkey's fear of Fascist Italy.

The *Echo de Paris* scouts the idea of forming a Pan Asiatic League out of such incongruous elements.

MAYORAL ELECTION IN U.S.

PROSPECTIVE CANDIDATE ABDUCTED.

[REUTER'S AMERICAN SERVICE.]

LOWELL, Massachusetts, Nov. 16th.

Four armed men broke in to the house of Mr. John Mahan one of the leading Candidates for the Mayoralty in the local elections, and abducted him in a motor-car. His wife is anxious for the safety of Mr. Mahan, who is a policeman, in view of the trouble he made for bootleggers and certain public officials who, during his campaign speeches he alleged were guilty of corruption.

LATER.

Mr. Mahan has returned home and said that his abductors carried him to Providence in Rhode Island where they robbed and imprisoned him in a house from which he managed to escape.

WHISKY SUPPLIES IN U.S.

DISTILLERIES TO RESUME FOR MEDICINAL PURPOSES.

WASHINGTON, November 16th.

With a bare 5 years supply of about 15,000,000 gallons of medicinal whiskey on hand, General Andrews, head of the Prohibition Enforcement Department, feels that Congress is warranted in permitting distilleries to resume limited operations in order that the supply may not be exhausted. General Andrews is preparing an emergency measure to submit to Congress suggesting the production of two brands, probably Rye and Bourbon.

YALE DISTILLERY!

SENSATIONAL PROHIBITION DISCOVERY.

NEW YORK, November 16th.

The Newhaven police have discovered a thousand gallon still almost under the earthern walls of Yale "Bowl," where inter-collegiate football matches are played.

The distillery consists of an entire two story house. The police seized a number of bottles of whisky including imported brands eleven years old.

U.S. PROSPERITY.

FURTHER BENEFITS FOR TAXPAYERS.

NEW YORK, November 16th.

American taxpayers are likely to receive further benefits according to an announcement by Mr. Mellon who states that in next year's income-tax payment, taxpayers will get credit for at last 15 per cent. of what they paid last year.

The percentage formerly was 12½ per cent., and the increase now announced is based on the fact that the surplus promises to reach more than $300,000,000.

NEW BRAZILIAN PRESIDENT.

RIO DE JANEIRO, November 16th.

Dr. De Souza has assumed the Presidency of Brazil in succession to Doctor Bernardez.

STANDARD OIL DIVIDEND.

NEW YORK, November 16th.

The Standard Oil Company of New Jersey has announced a quarterly divdend of 25 cents per share with an extra bonus of 12½ cents per share. It was also voted to retire $26,000,000 worth of outstanding preferred shares at $115 per share.

RUMANIAN KING ILL.

QUEEN MARIE TO RETURN FROM AMERICA.

CHICAO, November 16th.

It is announced that King Ferdinand of Rumania has asked Queen Marie to return to Bukharest by Christmas. The Queen consequently has cancelled most of her southern tour and will sail from New York on December 11th.

BUKHAREST, November 16th.

An official medical bulletin states that King Ferdinand is suffering from inflammation of the Sigmoid Flexure but his general condition is satisfactory.

[THROUGH REUTER'S AGENCY.]

EMPEROR OF JAPAN'S ILLNESS.

AN IMPROVEMENT.

TOKYO, November 16th.

The Imperial Household has stated that the Emperor is improving. His appetite is returning and it is believed that his condition is not at present serious.

THE DEATH OF COBHAM'S MECHANIC.

MURDERER SENTENCED.

BAGDAD, November 15th.

The Arab tribesman who fired the shot which killed Sir Alan Cobham's mechanic, Mr. Elliott, has been found guilty of manslaughter and sentenced to five years' rigorous imprisonment.

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Wherever you park—
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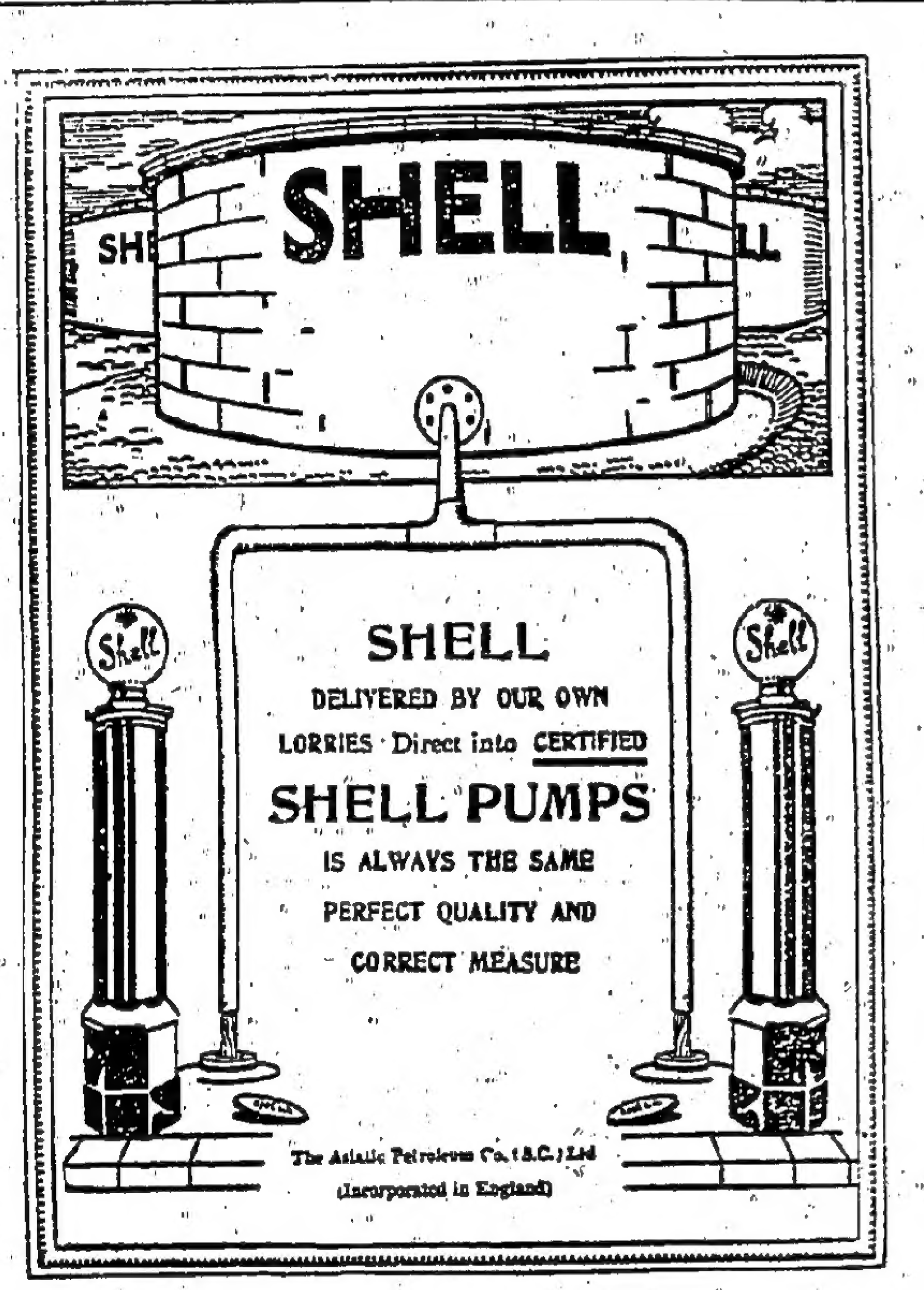

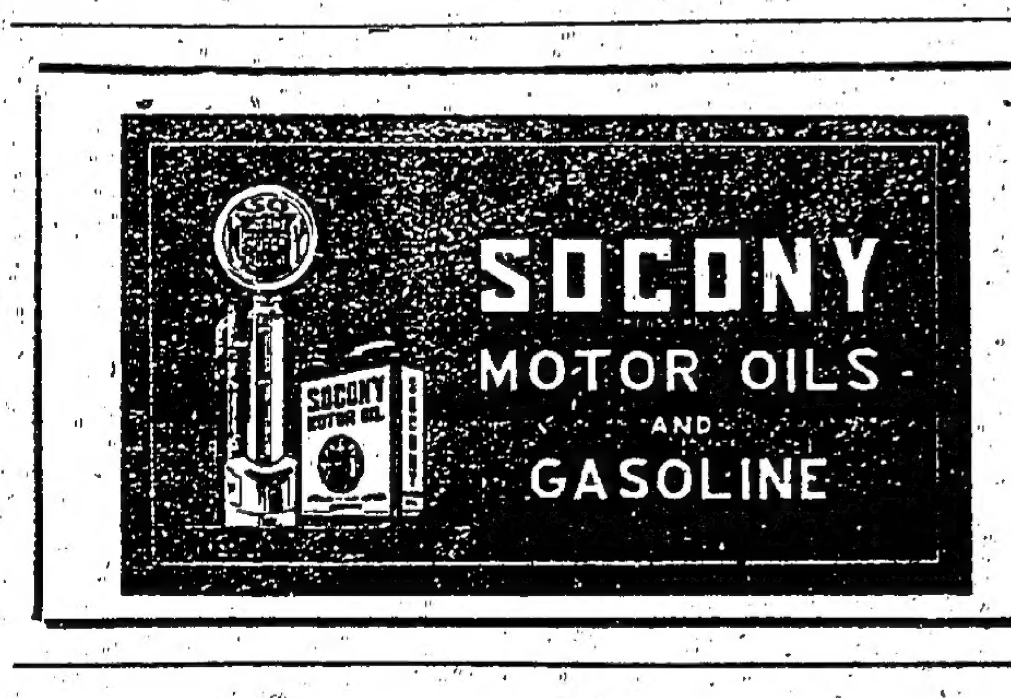

Motoring Notes: A Weekly Review dealing with matters of interest to all local motorists.—

The Kowloon Ferry Problem—Healthy and Wise—The Sports Car—The 1927 Car.

[BY AN OWNER-DRIVER.]

MOTORISTS AND KOWLOON FERRY.

The residents of Kowloon are anxious about the proposals of the Government concerning the new traffic arrangements near the Kowloon Ferry Pier.

The Kowloon Residents Association have had the matter under consideration (so it is said) and the Local Automobile Association is an interested party.

Why not have a sub-committee with an equal number from each of the Associations? Then the sub-committee could report to both committees and the double representation could be made to the local authorities that are dealing with the matter.

The problem is not one that is easy of solution. Whatever is done will cost a considerable amount of money.

Nothing should be done until the plans have been discussed by residents in Kowloon who have had long experience of the difficulties and even dangers of the present situation.

THE PEDESTRIAN PROBLEM.

The chief difficulty seems to be to get the pedestrians away from the ferry pier without causing too much interruption to the ricksha and motor traffic.

Someone has suggested that pedestrians might use subways. At first sight that seems to be a good idea.

Unfortunately, there is the difficulty of draining subways. Water will accumulate in them and in this part of the world stagnant water means mosquitos.

A covered way will be a great improvement and that part of the scheme will be welcomed by all parties. This covered way is run from the Railway Station as far as the Police Pier.

PATIENT MOTORISTS AND THE FERRIES.

The traffic problem at that part of Kowloon will be needlessly complicated if the new motor ferries run to the landing stage at present used for cars.

It would be a pity to take any action that might delay for an hour the development of the motor ferry system.

We have longed and longed for it for years.

When the history of Hongkong comes to be written future generations will marvel at the restraint shown by motorists about this Kowloon ferry problem. They will refuse to believe that the existing primitive arrangements were in use in the year of grace 1926!

Nobody blames the Star Ferry Company who are said to run the present service at a loss. It is the delays on the part of the Government that we dislike.

It is all very well to talk about a visit by some official in Government service to America so that he may study the latest transport methods.

They were using civilised methods of transport for motor cars at San Francisco some fifteen years ago. That was the time to send an official.

In the end the ferries will be ready just when the general public begin to agitate for a tunnel under the harbour that will carry traffic, the island water supply, telephone wires and electric cables.

KEEP HEALTHY AND WISE IN HONGKONG.

WHAT YOU SAVE.

My friend Jones has been living in Hongkong for many years. He says that life in the Colony to-day is very different to what it was in "the good old days" of long ago.

He always used to have at least one turn of malaria each year when first he came out here. He says that he never has it now because he keeps fit. What keeps him fit? Jones says it is the car.

If you question him very closely, especially after he has had a good dinner and is confidential over a glass of port, Jones will confess that he spends the hours of from 5 p.m. to 7 p.m. differently now-a-days.

In the "good old times" he used to drift into his club and proceed to pickle his liver and kidneys in alcohol for a couple of hours.

The amount of pickling seemed to depend upon the number of pals who assisted in the ritual.

Now-a-days Jones leaves his office and gets as quickly as possibly into his car.

In the summer he takes the wife out to Repulse Bay and both of them splash and dash about in the sea at that popular bathing resort.

He is lucky enough to have a matshed out there. He takes a certain amount of exercise whereas formerly in the summer he took none.

He probably spent more on rickshas and chairs in those old days than he does in petrol and tyres now. He certainly spent more on doctors' bills, not to mention the accounts that came from the chemists.

He used to suffer from what is known as "high blood pressure" but which is something that looks as if it were caused by high living and no exercise.

Jones is really a very good fellow, but he became an owner driver at middle age and now he can think of nothing but how to get a record petrol consumption out of his car.

A GREAT HOBBY.

That is where the car has really done Jones no end of good. He used to be rather violent in his arguments in the old days. Now that he is in better health he has taken politics less seriously—or perhaps he broods over the subject less—and he uses up all his superfluous energy tinkering about with his car.

He is a typical Far Eastern Briton and insists upon using an English car. It is useless to argue with Jones on that subject. He soon gets back to his wicked old ways of using vehement expressions that really ought to be kept neatly in cold storage until he finds himself out at Shek-O with a puncture and no spare wheel.

What he likes most of all is to take some of his friends for a run around the New Territory.

On any holiday the Jones family and a couple of friends will take the risk of losing the last motor ferry back across the harbour—it leaves at the curfew hour of 7.30 p.m.

They take a luncheon and tea basket. Usually they camp out near Castle Peak for tiffin and perhaps they call at the Fanling Golf Club on the way home.

Jones usually manages to get in a walk which does him no harm at all.

When he tells you that the car has saved him from a premature departure to the Happy Valley he does it so convincingly that you begin to suspect that he is an agent for English cars. Nothing of the sort. It is just his contribution to make this world a fit place for heroes. Like the Boy Scout he wants to do one good deed a day—usually it is connected with motoring.

There is only one terror that faces Jones. He is with a firm that mercilessly moves men about from one place to another.

If he should be sent to some outport where there are no cars Jones would break his heart—or pickle his liver. In actual fact it is worth betting Lombard Street to a China orange that Jones would refuse to go anywhere except Hongkong, Shanghai or Tientsin.

Anyhow he is duly grateful to the men who made motoring possible. He says that not only is he in much better health but he spends far less money than in the old days. His wife has been known to say in confidence that he is much better tempered now that he has something to occupy his mind in his spare time. Other wives please note! Persuade your husband to get a car even if he has to borrow the money for it.

THE SPORTS CAR.

The car that seems to be most popular in Hongkong is of the type that will carry a number of passengers—even as many as ten!

It is amazing that the frame and mechanism will stand the strain but it does. The life of the car must, however, be affected by the overloading that goes on so frequently.

The motorist who looks after his own car with care and prides himself upon his performance must feel great regret when he sees some other car overloaded. For, as Kipling has told us, the engineer gets to regard an engine as something almost human.

The writer has to confess that he always feels annoyed if he is in a car going up hill and the driver clings on to top gear until the last fraction of a second.

The engine pants and is strained and almost seems to pant at the inhuman conduct.

That is why it is so satisfactory to have a fairly big reserve of power.

The Sports model is the machine for the enthusiast. It must be simply wonderful to have in daily use a car that resembles closely a modern racing car of the Grand Prix type. Such a car, of course, instantly attracts attention wherever it goes but it has other and more useful qualities.

There is a new fascinating French car that is of the Sports—or Super-Sports—type that is being sold in England just now at £325. As there is the import tax for all foreign cars entering England it is probable that this car would cost less when landed in Hongkong.

It has a fabric-covered, two-three seater body; the third seat is concealed when out of use by a long, low and tapering tail.

The mudguards (or "wings") are actually attached to the chassis and not to the axles. The fit, however, so close to the wheels, as to give the appearance of the cycle type mudguards.

NO RUNNING BOARDS.

There are two steps close to the doors and running boards have been dispersed with.

The hood can be detached, folded up neatly and, with struts and everything else, put inside the tail. It can be easily erected when required for use.

The engine can be run up to 5,000 revolutions per minute. That figure makes some of the older motorists wonder what is coming next. It is a speed that was unimaginable twenty years ago, but it is now greatly exceeded.

On top gear with this sports model it is possible to accelerate from ten to thirty miles per hour in less than 24 seconds! On second gear you can "pick up" from ten to thirty miles per hour in less than 12 seconds and on first gear you can do it in the small fraction of time of 7.2-5 seconds.

As for speeds it is possible to reach 60 miles per hour on top and 48 miles per hour on second. On third gear you can reach 30 miles per hour.

The makers say that the petrol consumption is from 35 to 90 miles per gallon. The makers of cars are usually optimistic about petrol consumption. The average motorist does not get the same results. However the "Super-Sports" model is worth longing for—it would be nicer to have one!

THE 1927 CAR.

The reports on the exhibits at the great annual show at Olympia register, first and foremost, the great popularity of small cars and several English makers are putting on to the market models of less than 10 horse-power, tax (or R.A.C.) rating.

The "nine" horse-power is the popular type and of that we shall hear more. The "nine" of to-day gives as much power as the "elevens" or even "twelves" of a few years ago.

That has been due to a development of materials and design—the great "speeding up" of the revs per minute having increased the power obtainable from the cylinders of about 1,000 c.c. capacity.

THE ENGINES.

At the present time there are, on the British market, 308 different types of cars.

An analysis of details of all of these cars shows that the popular features are the four cylinder overhead valve engine, with a detachable cylinder head and pump cooling together with magneto ignition.

The disc clutch, four wheel brakes and fuel tank at the rear are also popular features.

A four speed gear box with central control is also popular, and so are wire wheels.

SIX CYLINDERS.

Although the four cylinder engine is still being fitted to more than half the types of cars on the British market, its supremacy is being challenged by the six cylinder engine.

The eight cylinder engine is fitted to about one make out of sixteen. The two cylinder engine is now almost a neglible quantity. We never hear of a single cylinder engine. Yet the present writer was proud enough of the one that he drove only twenty years ago.

What a contrast is the car of to-day with that wonderful old machine of those days! Thank goodness for the many improvements—and thanks, also, to the inventors and engineers.

WORM DRIVES.

Only about one make of car in fourteen has the worm drive and yet there is a great deal to be said in its favour.

Most remarkable is the general adoption of the electric self-starter. It seems only yesterday that this new invention appeared, but practically every car has it now.

The overhead valve is leading the way, although the side-by-side valve is by no means a back number.

Sleeve valve engines are not so popular as some of us thought they would be. The British made sleeve valve engines are still too costly to be very popular. It is difficult to understand why the price still keeps up so high.

The saloon body is becoming more and more popular. You can buy an Austin "seven" saloon in England to-day for £165.

The Daimler twelve cylinder engine and saloon body (£30 annual tax) costs £2,450, the same price as the car with a touring body fitted to that chassis.

The Rolls-Royce (£49 tax) has a six cylinder engine instead of a twelve. The chassis is £1,850, and a saloon body will probably cost about £500 more.

So, that, speaking roughly, you can pay £165 to about £2,500 for a motor-car, with a saloon body!

A great range of prices and a great difference in the power of the engines!

Yet the small car is a wonderful piece of mechanism. In these days of crowded traffic and limited parking spaces it has its advantages over the big car. To ride in a £2,500 car is, however, a great delight to most of us.

LOCAL GOLF.

ST. ANDREW'S v. ST. GEORGE'S MATCH.

SCRATCHINGS IN CHAMPIONSHIP.

Next Sunday will see the annual match beween the rival societies of St. Andrew and St. George. The teams have been slightly changed from those previously published. In the St. Andrew team, W. J. Clerk takes the place J. D. Kinnaird; and in the St. George team E. D. Matthews and F. S. Harrison change places.

The Teams.

The re-arranged teams now read as under:

St. Andrew's Society:—A. H. Ferguson, I. W. Shewan, C. C. Stark, W. L. Dunbar, G. Murray, D. G. Bruce, R. K. Valentine, A. B. Purves, J. L. Christie, R. L. Moncrieff, W. Ironside, J. S. Maclaren, E. Davidson, F. Syme Thomson, W. G. Clerk and C. L. Sandes.

St. George' Society:—T. D. E. Pendered, L. R. Andrewes, N. L. Smith, E. W. Morris, L. G. S. Dodwell, H. F. Bloxham, C. Bulmer Johnson, F. J. de Rome, R. Hancock, F. S. Harrison, E. D. Matthews, A. B. Raworth, J. W. Franks, A. E. Lissaman, A. Leach, and G. B. Layton.

The above is the probable order of playing.

Foursomes will be played in the morning and singles in the afternoon. Times will be reserved. Each match counts one point. Byes count ½ point, if three holes or more are played. All players will be debited $1, which goes to cost of spoons for winning team.

There will also be a bogey pool competition for the coming week-end.

The Championship.

The following Sunday will see the qualifying round played in the Championship, and the Jasper Clark Cup competition will also take place.

The draw for these competitions has already been given, but three have scratched, namely D. J. Valentine, A. K. Mackenzie and G. W. Sewell.

The Annual Meeting.

The annual meeting of the Royal Hongkong Golf Club has been fixed for Thursday, December 16th at 5.30 p.m., and will probably by held in the Board Room of Messrs. Jardine, Matheson & Co., as last year.

M.C.L. Competition.

In connection with the Hongkong Women's Guild and Ministering Children's League annual fete to be held at Government House on Saturday afternoon, golfers are reminded that hourly putting competitions for prizes, will take place at this Fete. Unlimited entries, 25 cents each card.

Golf Extraordinary.

The following story of an astonishing incident during a round of golf at Kiangwan last week, is taken from the *N.-C. Daily News*, and it makes interesting reading:—

Mr. A. G. Hearne, a local golfer has had an experience at Kiangwan which must be unique. While playing a match on Tuesday he drove a ball straight down the fairway on the fourth hole well on the way towards the green. On walking to the green neither his caddy nor himself could see the ball on the fairway or the green. Both were positive it had not gone in the rough and they called the fore caddies to assist them to look for the ball. Mr. Hearne thought probably some one had picked up the ball, but eventually one of the caddies saw it firmly wedged between the horns of a goat that was tethered on the fairway. Mr. Hearne chased the goat and had to use some force to dislodge the ball as it was stuck fast.

Thereupon he dropped the ball, without the loss of a stroke, which was the correct procedure,—the goat being an agency outside the match—and did the hole in bogey four.

There have possibly been incidents of a similar nature on other golf courses but probably nothing of the kind has happened at Kiangwan before.

MOTORS FOR THE JUNGLE.

RAJA'S CARS FOR HUNTING.

For big-game hunting in India the automobile would appear to be fast superseding the elephant. Last year Windovers, Ltd., supplied a luxurious hunting car to the Maharaja of Patiala. Now in the windows of the firm's premises in Oxford-street, may be seen two other cars of a similar character which have been specially designed to the order of Raja Saadat Khan of Nanpara. In their general appearance totally different, both are alike in possessing a powerful searchlight that will "fix" the game once it gets within range of the hunter's rifle.

The more attractive of the two is the six-seater 40-50 h.p. Rolls-Royce tourer, which from its bonnet to the ice and water tanks in the rear is sheathed in polished aluminium. Nothing has been permitted to break the smooth flow of its graceful lines; every joint is welded, and to preserve the sweep of the body's bevelled top the hood is completely concealed. Built upon the latest model of the new phantom chasis, the body is upholstered in grey English hide, which suggests the appearance of Bedford cord. In addition to the usual cabinets for food and a separate speedometer for the rear seats, the car is equipped with first-aid appliances, carries tools in a patent waterproof case beneath the splash-board, and is fitted with a couple rifle clips on the off side. The total weight is 2¼ tons and the cost about £4,000.

A four-seater 50-100 h.p. Isotta-Fraschini, the second car is also intended for work in the jungle, and to that end is camouflaged after the style that became familiar during the war—wings and body painted with all the colours of the rainbow. In this car, again, the hood is concealed, and there are tanks for ice and drinking water. It is upholstered in black and cost about £3,000. Two other cars, ordinary tourers, have also been ordered by the Raja, and Windovers expect to ship the four vehicles to India later.

HONGKONG TIDE TABLE.

From November 17th to 23rd, 1926.

Days of Week	Days of Month	High Water: H'kong. Standard Time. h. m.	Height ft. in.	Low Water: H'kong. Standard Time. h. m.	Height ft. in.
Wed.	17	m 7 25	6 3	m 1 24	3 2
		8 0 a	6 7	1 34 a	3 5
Thur.	18	m 8 29	6 1	m 2 17	2 5
		8 28 a	7 2	2 7 a	2 7
Fri.	19	m 9 27	5 9	m 3 8	1 8
		8 55 a	7 6	2 38 a	3 0
Satur.	20	m 10 13	5 7	m 3 46	1 5
		9 33 a	7 8	3 8 a	3 3
Sun.	21	m 11 16	5 3	m 4 28	1 2
		9 52 a	8 0	3 37 a	3 6
Mon.	22	0 14 a	5 0	m 5 11	1 2
		10 23 a	7 8	4 5 a	3 8
Tues.	23	1 14 a	4 7	m 5 56	1 3
		10 55 a	7 7	4 31 a	4 0

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Depth on Centre of Sill (H.W.O.S.T.) 34 ft. 6 ins.

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BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, January to June, 1926.
With INDEX. Price—$7.50.
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APIOL & STEEL
Sure and certain for all Female complaints. Every lady should keep a box in the house.
Chemists and Stores sell them throughout the world.
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MARTIN, Chemist, Southampton, England.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 16th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.95	30.02	29.92
Temperature ...	65	66	70
Humidity ...	87	84	53
Wind Direction...	ENE	ENE	East
" Force ...	3	3	2
Weather	OR	O	O
Rain	3.76	0.00	0.06

Highest open-air Temperature on 15th ... 65
Lowest open-air Temperature on 16th ... 64

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONGKONG SHIPPING.

YESTERDAY'S RETURNS.

There was a decline in freights entered into the Colony during the 24 hours ended at a.m. yesterday. The total of general cargo for Hongkong was only 2,301 tons, as compared with Monday's returns which showed 18,674 tons. Out of this amount, an Indo-China coastal boat brought 1,184 tons and 1,107 tons were carried by the *President Madison*, from Seattle and Shanghai.

Cargo for ports beyond also fell considerably. Only 7,457 tons were registered on vessels passing through Hongkong. The s.s. *West Nomemtum*, an American ship, contributed 2,900 tons and the *President Madison* also had on board 4,157 tons.

There were 6 arrivals and 15 departures. Their nationalities were:—British, 1 arrival and 4 departures; Japanese, 4 departures; Norwegian, 1 departure; Chinese, 1 arrival and 4 departures; Dutch, 1 arrival; French, 2 departures; American, 3 arrivals.

There were a total of 66 vessels in port during the 24 hours ended at 9 a.m. yesterday. They comprised the following:—British, 24; American, 3; Norwegian, 4; German, 3; Japanese, 2; Chinese, 14; Dutch, 9; Panama, 1; French, 1; Portuguese, 3.

The tabulated lists of arrivals and clearances will be found on page 10.

SHIPPING NOTES.

The total number of deck passengers who entered the Colony during the 24 hours ended yesterday at 9 a.m. was 350. The s.s. *President Madison* brought 297 from Seattle and Shanghai.

The s.s. *India Arrow*, an American vessel, brought 11,250 tons of petroleum for the Standard Oil Co. yesterday.

At the Marine Court yesterday morning, before Lieut.-Comdr. G. F. Hole, R.N., a junk master was fined $5, or 5 days' hard labour, for failing to exhibit regulation lights. Another junk master was charged with mooring his junk on the wrong side of s.s. *Dux*, and was fined $15, or two weeks' hard labour in default.

A notice issued by the Harbour Office warns shipping that during the course of the survey now in operation in the approaches to Hongkong, by H.M.S. *Iroquois*, it will be necessary to lay out one or two floating surveying beacons to the North Westward of Gap Rock. These beacons will not be lighted at night, and they will probably be laid out during the 3rd week in November, their exact positions will be communicated as soon as they are in position.

AMERICAN SHIPPING.

INCLINATION FOR WORLD CO-OPERATION.

The view that European shipowners are showing an inclination to co-operate in every possible way with operators of American flag tonnage was expressed recently by Mr. Emmet J. McCormack, treasurer of the Moore & McCormack Co., in the course of an interview with a representative of the *New York Journal of Commerce*. Mr. McCormack has returned from a tour of Europe, during which he visited Denmark, Sweden, Norway, Finland, Germany, Holland and France. Referring to the continued depression in trans-Atlantic freights, Mr. McCormack said all owners are seeking some means of stabilizing rates at a liveable level. Notwithstanding the British coal strike, he said, a great part of the European fleet is getting Westphalian coal at Danzig, the cost of this coal being only a few shillings more than before the strike.

"All responsible owners of steamship enterprises in Europe," he added, "regard the American merchant marine as an actuality, and seem inclined to co-operate whenever possible to do so, as they feel that trade with the United States is an important part of their business and do not wish to disturb these business relations. They feel that it is the best policy to co-operate with the United States in its efforts to obtain a fair share of its own commerce.

"European owners also feel that the present difficulties of shipping are due to the excess of world tonnage, and not to the efforts of American owners to obtain a fair share of world trade. They are hopeful, too, that world tonnage will be reduced in the next few years to the level of the world's cargo requirements."

ITALIAN SHIPPING.

DEPRESSION CAUSED BY BRITISH COAL STRIKE.

Figures published by the Chambers of Commerce of Trieste and Fiume show the traffic at those two ports during the first six months of this year, and these, particularly in the case of the former, show very clearly the effect of the British coal stoppage on Adriatic trade.

The imports by rail into Trieste totalled 6,725,292 tons, as compared with 6,814,964 tons in the corresponding half of 1925, while the overland exports dropped from 6,769,139 tons to 5,014,740 tons. Similarly, exports by sea remained practically unchanged at 4,827,170 tons (against 4,970,733 tons), but the volume of cargo landed in the port reached only 8,215,683 tons, as compared with 10,142,358 tons a year previously.

The report accompanying the statistics states that the decline in exports by rail is due to the decreased purchasing power of the Trieste hinterland, which is a reflection of the general economic depression, while the falling off in imports by sea is attributed almost entirely to the cessation of coal shipments from the United Kingdom. At Fiume the situation is very similar.

Imports by sea this year were only 207,724 tons, as compared with 227,114 tons in the first half of 1925, but exports increased from 152,620 tons to 167,065 tons. The greater part of the export trade consisted of shipments of timber from Jugoslavia, while the imports were chiefly coal, rice, phosphates, pyrites, tobacco and oil.

ENGLISH PROFESSIONAL FOOTBALL.

THE SEARCH FOR GOOD PLAYERS.

HOW TRANSFERS ARE DONE.

I do not think, says Mr. Jack Boyer, in the course of an article in the *Daily Mail*, that I am divulging any managerial secrets when I state that quite a large percentage of English clubs to-day are on the look-out for new players.

The majority of the clubs having completed practically a quarter of their fixtures, many are finding that the optimism at the start of the season has not been maintained.

Directly a side gets badly beaten, or has a bad patch, a section of its followers start writing to the officials, demanding that players of the very highest class shall be signed on.

In the transfer of players clubs can be classified under two distinct headings—*viz.*, the clubs, who, not requiring the services of a player and having a healthy bank balance, are prepared either at the end of the season to give him a free transfer or to treat reasonably with a club making application for him.

On the other hand, there are clubs in the lower divisions, doing only fairly well, and their existence depending on the annual transfer of one or more of their star performers.

The reason that so many clubs are in the hunt for players is that there are more clubs affiliated to the Football Association to-day than ever before, and a large number of them are professional organisations, with the result that the supply of footballers is not meeting the demand.

The managers of three of London's League clubs have been in Scotland during the last week in the hope of returning with capable players, but in each case there has been nothing doing.

Directly a young player shows any promise to-day he is sure to attract the attentions of the big League clubs, and applications are made to his club secretary for permission to approach the youngster, and then it is a matter of the team with the best offer securing the prize.

Watching Amateur Sides.

It is well-known that in order to keep clear of this position and to ensure themselves a constant supply of useful youngsters, the 'Spurs and the Arsenal have a direct interest in the Northfleet and Dartford sides, operating in the Kent League, and this seems to be the most favoured way adopted by the bigger and wealthier clubs rather than paying the ridiculous transfer fees demanded to-day.

The Liverpool Club have actually engaged three of the South African members of the team that toured so successfully last season, and as a result of their enterprise they have in Riley a goalkeeper who is being spoken of as one of the very best in the country. The fact that he keeps his place in preference to Elisha Scott rather confirms this.

Scouring Europe!

The idea of introducing South Africans to our League football would have been rather ridiculed in days gone by, but in the present state of things it may be that soon an exceptionally smart manager will turn his attention to the Continent, where, especially in Spain, Denmark, Austria, and Hungary, the game is making very great strides.

So that with the introduction of foreign players to the game, the referee, in addition to his other accomplishments, will have to be a linguist.

FOOTBALL.

CHINESE ATHLETIC B *v.* SOUTH CHINA.

The hon. secretary of the S.C. Athletic Association writes to correct the report published that this match in the Second Division A on Saturday was won by the Chinese Athletic B by three goals to two. The match was won by the South China by 3-2.

HOME FOOTBALL.

ENGLISH CUP DRAW.

[THROUGH REUTER'S AGENCY.]

LONDON, November 15th.

The draw for the first round (competition proper) of the Football Association Cup was made to-day, and resulted as follows:—

Workington *v.* Crook.
Stockton *v.* Ashington.
Bishop Auckland or Eshwinning *v.* Bedlington.
Annfield Plain *v.* Chilton Coll.
Carlisle *v.* Harlepools.
Nelson *v.* Stockport.
Accrington *v.* Rochdale.
Wrexham *v.* New Brighton.
Rhyl Athletic *v.* Stoke.
Stockport *v.* Tranmere.
Wigan Boro' *v.* Barrow.
Crewe Alex. *v.* Northern Nomads.
Wellington *v.* Mansfield.
Chesterfield *v.* Brodsworthmain or Mexborough.
York *v.* Worksop.
Kettering *v.* Conventry.
Desborough *v.* Doncaster R.
Grimsby *v.* Halifax.
Boston *v.* Northampton.
Walsall *v.* Bradford.
Working *v.* Charlton.
Crystal Pal. *v.* Norwich.
Clapton *v.* Brentford.
Barking *v.* Gillingham.
Sittingbourne *v.* Northfleet.
Dulwich Hamlet *v.* Southend.
Nunhead *v.* Kingstonians.
Watford *v.* Lowestoft.
Luton *v.* London Caleys.
Chatham *v.* St. Alban's C.
Brighton *v.* Barnet.
Bournemouth *v.* Swindon T.
Clandown or Poole *v.* Newport.
Reading *v.* Weymouth or Yeovil and Peters.
Torquay *v.* Bristol Rovers.
Merthyr *v.* Bristol City.
Exeter *v.* Aberdare.

Matches will be played on November 27th.

[It will be noted that the cabled draw twice includes Stockport County. One of them should obviously be Southport.]

CHELSEA WIN LONDON CUP.

LONDON, November 15th.

In the final of the London Challenge Cup at Highbury to-day Chelsea defeated Clapton Orient by two goals to one.

QUEEN MARIE OF RUMANIA.

VEXED BY AMERICAN INFORMALITY.

NEW YORK.

H.M. Queen Marie of Rumania, upon landing at New York, was quite vexed by the manner of the informal American interview, but charmingly and diplomatically replied to all the absurd questions. The Queen replied about the Crown Prince, saying: "He made the greatest mistake in life. He must undergo punishment like anyone else although he is a prince, but I hope he will be able to come back to his country some day."

One reporter asked the Queen whether she was willing to have Prince Nicholas and Princess Ileana married to Americans. The Queen was quite astonished at such questions and simply laughed, saying that they were too young to marry. Princess Ileana has already received many love letters from young Americans who want her hand. Some even write to the Princess: "Don't heed any other boy, I am the only one proper for you."

Another reporter asked the Queen how many wheat cakes she could eat. "Only one at a time," she replied. The reporter continued asking, "Did you find a royal way to eat corn on a cob?" Her reply was, "No, no, I like to eat a little bit of everything."

A girl reporter asked the Queen how seriously she regarded fashions in view of the 50 wardrobes she had brought from Paris. The Queen replied that fashions were important to some extent, but she was sure that she did not spend the fabulous sums on clothes that she was reported to have spent. "I like to look nice as well as any other woman does," she replied.

THE "ANTENOR."

The Blue Funnel liner *Antenor* arrived yesterday from Japan and Shanghai, *en route* for Home, for where she sails to-day.

She brought twelve tons of general cargo for local discharge, and carries 5,000 tons for other ports.

There were four passengers disembarking here, namely Mr. H. H. Fowler, Mr. H. Hendry, Mr. B. R. Bevan Jones and Mr. H. Jory, all of whom embarked at Shanghai. The *Antenor* had on board 36 passengers for other ports.

When she sails to-day she will carry the second batch of Christmas mails for Home, which are due at Marseilles on December 15th.

SEA DRAMA ON SCOTTISH COAST.

TWO MEN TOW A RAFT.

NAVAL DRIFTER WRECKED IN A STORM.

The Admiralty steam drifter *Levanter*, tender ship to H.M.S. *Iron Duke*, while on the way from Invergordon, Ross and Cromarty, to Rosyth, was on October 13th driven on to the rocks near Peterhead, Aberdeenshire, in the early morning darkness. Her crew of 15 were saved.

The *Levanter*, under the command of Lieut. the Hon. Neville Napier, left Invergordon on October 12th with seven other Admiralty drifters. About 8 o'clock in the evening a violent gale sprang up when off Rattray Head, on the Aberdeenshire coast. The *Levanter's* small boat broke loose and fouled the steering gear. Water flooded the dynamo, and the lights and the wireless were put out of action.

The vessel was got under control again, but later while manœuvring for anchorage in Peterhead bay was driven broadside on to the rocks.

Stoker Legg fell into the water, but swam to a rock, where he remained for an hour before being taken on board again by means of a life-line.

A Wave to the Rescue.

Two volunteers were called for to swim ashore to summon help.

Signaller Forster, of Cheltenham, and Able Seaman Tracker, of Yeovil, were chosen from the group of volunteers and provided with an improvised raft. Ropes were attached to the raft, one of which was also tied to the vessel, while one end of another was given to Forster and Tracker.

The two men swam pluckily, pushing the raft in front of them, but, as they neared the shore they became so exhausted that they were unable to continue. When they were about to be hauled back to the drifter, however, a wave lifted them and the raft on to a rock from which they were able to get ashore.

The local lifeboat was launched, and ten members of the drifter's crew were hauled through the water by a line and taken on board. The other three, including Lieut. Napier, were rescued with a makeshift breeches buoy.

The preparation of the Christmas dinner for the Services was commenced at the bakeries of the Navy, Army, and Air Force Institute at Kennington, London, recently, when the manufacture of ten tons of mincemeat was begun for the London area. Similar quantities are being made at the various other depots. "Every year Tommy and Jack's taste seems to become sweeter," an official at the institute remarked, "and the introduction of fruit salad into the canteen menu has been an overwhelming success. We now dispose of about two tons a week. Currants, too, are becoming more and more regarded as a delicacy by the Army. The consumption has more than doubled in recent years, and the Services now consume five tons a week regularly throughout the year, and up to ten tons a week as Christmas approaches."

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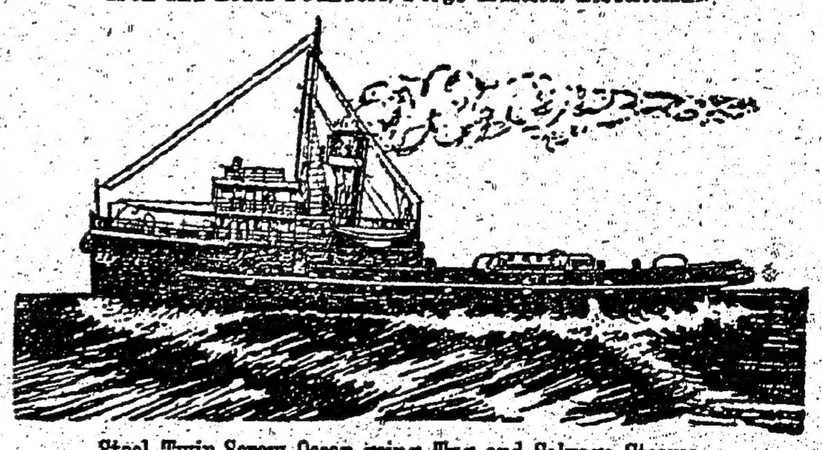

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SHIPPING NEWS.

ARRIVALS.

November 15th.

Antenor, British str., 6,809 tons, Capt. James G. Reynard, from Taku Bar and Shanghai. The latter port she left on November 13th, with a general cargo, lying at Holt's Wharf.—B. & S.

Tak Hing, Chinese str., 105 tons, Capt. Cheng Yung Fat, from Autau, with a general cargo, lying at Luen Cheong Wharf.—Fock Hoi Co.

West Nomentum, American str., 3,522 tons, Capt. G. J. Linnander, from Hondagua, which port she left on November 12th, with 348 tons of gunnies and sugar, lying at buoy No. A10.—Colombia Pacific S.S. Co.

November 16th.

Ting Sang, British str., 1,232 tons, Capt. W. Palmer Baker, from Shanghai, which port she left on November 13th, with a general cargo, lying at buoy No. C33.—Jardine, Matheson & Co.

CLEARANCES.

November 16th.

Antenor, for Singapore.
Bowes Castle, for Shanghai.
Hai Ning, for Swatow.
President Madison, for Manila.
Shinyo Maru, for Shanghai.
Svale, for Swatow.
Taikoo, for Chelang Point.
Tak Hing, for Autou.
West Nomentum, for Kobe.

PASSENGERS.

ARRIVALS.

Per s.s. *Antenor*, from Shanghai, on November 15th:—Mr. H. H. Fowler, Mr. M. Hendry, Mr. B. R. Bevan Jones, and Mr. H. Jory.

DEPARTURES.

Per s.s. *Taiping*, for Australia *viâ* Manila, on November 16th:—Mr. and Mrs. G. Fulton, Mr. and Mrs. Ivo Clarke, Lieut.-Comdr. and Mrs. C. P. Price, Mr. S. R. Lowder, Mr. M. Manuk, Mr. H. Sleigh, Mrs. G. R. Billings, Dr. P. Herment, Mr. E. F. Mackie, Mrs. W. C. Dodd, Mrs. M. B. Munro, Miss N. Munro, Mrs. J. Russell, Miss N. Russell, Mr. and Mrs. E. Graham, Lieut. H. H. Goss, Mr. A. E. Cocks, Mr. and Mrs. A. E. Green, Mr. C. Vollmer, Mr. and Mrs. S. Kelly and infant, Masters A. and J. Kelly, Miss D. Kelly, Rev. C. McDonall, Miss A. H. Maclean, Mrs. H. Latham and Master W. Latham.

SHIPPING MOVEMENTS.

The Ben Line s.s. *Bendoran*, from Leith, Middlesbro', Antwerp, London and Straits, is due to arrive here on the 20th inst.

VESSELS EXPECTED

Agra (Swedish East Asiatic), due about November 30th.

Formosa (Swedish East Asiatic), due December 13th.

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S.S. "PREUSSEN" ... due here on or about 20th November, 1926
M.V. "VOGTLAND" ... due here on or about 21st December, 1926
M.V. "MUENSTERLAND" ... due here on or about 18th January, 1927

FOR EUROPE

S.S. "HESSEN" ... sailing from here on or about 30th November, 1926
S.S. "PREUSSEN" ... sailing from here on or about 1st January, 1927
M.V. "VOGTLAND" ... sailing from here on or about 30th January, 1927

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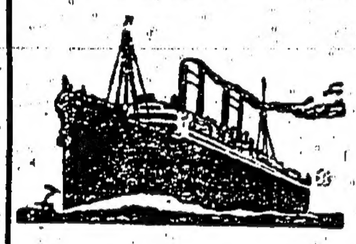

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*s.s. "COBLENZ" ...	—	11th December, 1926.
*s.s. "YORK" ...	2nd December, 1926	2nd January, 1927.
*M.S. "FULDA" ...	30th December, "	6th February, "
*s.s. "DERFFLINGER"	27th January, 1927.	26th February, "
*s.s. "TRIER" ...	25th February, "	26th March, "
*s.s. "SAARBRUECKEN"	25th March, "	30th April, "
*s.s. "COBLENZ" ...	22nd April, "	21st May, "

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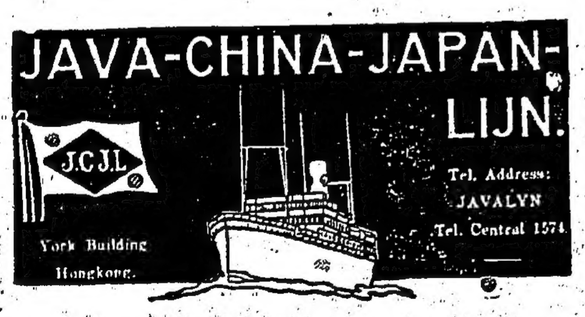

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STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISONDARI ...	BATAVIA	In Port	17th "	SHANGHAI
TJISAROEA ...	SHANGHAI	In Port	18th "	BATAVIA
TJIBODAS ...	M'KSAR & MANILA	20th Nov.	22nd "	SWATOW
TJITAROEM ...	N. CHINA & AMOY	24th "	26th "	MAKASSAR & JAVA
TJIKEMBANG ...	BATAVIA	28th "	1st Dec.	SHANGHAI
TJISONDARI ...	SHANGHAI	29th "	2nd "	BATAVIA

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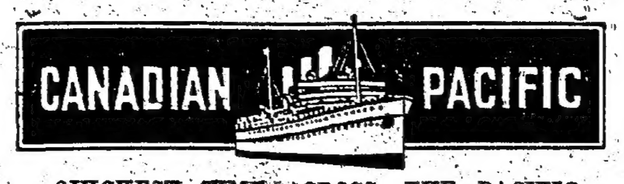

QUICKEST TIME ACROSS THE PACIFIC.

TO VICTORIA AND VANCOUVER.

SAILINGS 1927.

STEAMERS.	H'kong. Leave	S'hai. Leave	Kobe Leave	Y'hama. Leave	V'couver. Arrive.
EMPRESS OF ASIA	...Jan. 6	Jan. 8	Jan. 11	Jan. 14	Jan. 23
EMPRESS OF CANADA	...Jan. 26	Jan. 29	Feb. 1	Feb. 4	Feb. 13
EMPRESS OF RUSSIA	...Feb. 16	Feb. 19	Feb. 22	Feb. 25	Mar. 6
EMPRESS OF ASIA	...Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPRESS OF CANADA	...Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17
EMPRESS OF RUSSIA	...Apr. 20	Apr. 23	Apr. 26	Apr. 29	May 8
EMPRESS OF ASIA	...May 11	May 14	May 17	May 20	May 29
EMPRESS OF CANADA	...June 1	June 4	June 7	June 10	June 19
EMPRESS OF RUSSIA	...June 22	June 25	June 28	July 1	July 10
EMPRESS OF ASIA	...July 11	July 14	July 19	July 22	July 31

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

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MONTNAIRN	February	19	MONTCLARE	April	23
MONTCALM	March	12	MINNEWASKA	May	13

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Dec. 25	Dec. 27	EMPRESS OF CANADA	Dec. 28	Dec. 30

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SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
SHINYO MARU ... Wednesday, 17th Nov., at 10 a.m.
*SIBERIA MARU ... Monday, 29th Nov., at Noon
TAIYO MARU ... Sunday, 2nd Jan., 1927
* Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.
ANYO MARU ... Friday, 26th Nov., at Noon
BOKUYO MARU ... Friday, 17th Dec., at Noon
BAKUYO MARU ... Wednesday, 12th Jan., at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Ports
KATORI MARU ... Sunday, 21st Nov. at 11 a.m.
*ATSUTA MARU ... Saturday, 4th Dec.
KASHIMA MARU ... Saturday, 18th Dec.
* Omit Malacca and Aden.

SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU ... Wednesday, 24th Nov., at 11 a.m.
TANGO MARU ... Wednesday, 22nd Dec., at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.
ATAGO MARU ... Monday, 29th Nov.
TAKAOKA MARU ... Tuesday, 14th Dec.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.
WAKASA MARU ... Saturday, 20th Nov.

BOMBAY via Singapore, Penang & Colombo.
TOKUSHIMA MARU ... Saturday, 27th Nov.
SADO MARU ... Saturday, 11th Dec.

CALCUTTA via Singapore, Penang & Rangoon.
AKITA MARU ... Sunday, 21st Nov.
MUKORAN MARU ... Wednesday, 1st Dec.

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... Saturday, 20th Nov.

SHANGHAI, KOBE & YOKOHAMA.
TAJIMA MARU ... Friday, 19th Nov.
LYONS MARU ... Monday, 22nd Nov.
MALACCA MARU (Moji direct) ... Sunday, 28th Nov.
SUWA MARU ... Monday, 29th Nov.
TAMBA MARU ... Monday, 29th Nov.

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Telephone: Central No. 292 (Private exchanges to all Depts.). [7

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailing for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
CHAMBORD ... B	—	—	22nd Nov., 1926.
PAUL LECAT ... A	—	—	7th Dec., "
GENERAL METZINGER A	22nd Oct., 1926	24th Nov., 1926	21st Dec., "
AMAZONE ... B	5th Nov., "	8th Dec., "	4th Jan., 1927
ANGERS ... B	19th Nov., "	22nd Dec., "	18th Jan., "
D'ARTAGNAN ... A	3rd Dec., "	5th Jan., 1927.	1st Feb., "
SPHINX ... A	17th Dec., "	19th Jan., "	15th Feb., "

RATES OF PASSAGE MONEY TO MARSEILLES
(Including Table Wine and Free Doctor's Attendance).
A CLASS STEAMERS: 1st Class ... £ 99. 0d. 0d. / 2nd " ... £ 70. 0d. 0d.
B CLASS STEAMERS: 1st Class ... £ 85. 0s. 0d. / 2nd " ... £ 61. 0s. 0d.
Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (CARGO BOATS).
s.s. "DR. P. BENOIT" from DUNKIRK, LONDON & HAVRE is due to arrive on the 22nd December.
(Sailings subject to alteration without notice.

For full Particulars, apply to—
MESSAGERIES MARITIMES CO.,
Telephone, Central 740. 3, QUEEN'S BUILDING.
CONSIGNATION—TRANSIT—REPRESENTATION. [2

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

SANDAKAN ...	"MAUSANG"	...Thursday,	18th Nov., at 2 p.m.
CANTON ...	"KWONGSANG"	...Friday,	19th Nov., at 6 a.m.
TSINGTAO via SWATOW & SHANGHAI ...	"YATSHING"	...Friday,	19th Nov., at 7 a.m.
OSAKA via AMOY, MOJI & KOBE ...	"LAISANG"	...Friday,	19th Nov., at 7 a.m.
HAIPHONG via HOIHOW ...	"MINGSANG"	...Friday,	19th Nov., at 10 a.m.
CANTON ...	"WAISHING"	...Saturday,	20th Nov., at 6 a.m.
BANGKOK via SWATOW ..	"CHAKSANG"	...Saturday,	20th Nov., at 10 a.m.
SHANGHAI via SWATOW ...	"TINGSANG"	Tuesday,	23rd Nov., at 10 a.m.
TIENTSIN ...	"CHEONGSHING"	...Friday,	26th Nov., at Noon.
STRAITS & CALCUTTA	"FOOKSANG"	...Saturday,	27th Nov., at 3 p.m.
BANGKOK via SWATOW ...	"KWAISANG"	...Tuesday,	30th Nov., at 10 a.m.
STRAITS & CALCUTTA ...	"KUTSANG"	...Friday,	3rd Dec., at 3 p.m.
SANDAKAN ...	"HINSANG"	...Tuesday,	7th Dec., at 2 p.m.
TIENTSIN ...	"CHIPSHING"	...Wednesday,	8th Dec., at Noon.
KOBE ...	"HOSANG"	...Saturday,	11th Dec., at 7 a.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.
TELEPHONE: CENTRAL No. 215. [8

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS. Vessel	Due Hongkong.	HOMEWARDS. Vessel.	Discharges	Leaves H'kong.
"GLENTARA" ...	17th Nov.	"CARMARTHENSHIRE"	30th Nov.	London, Rotterdam & Hamburg via Oran.
"CARNARVONSHIRE"	27th Nov.	"GLENTARA" ...	...	28th Dec.
"GLENSHIEL" ...	9th Dec.	London, Rotterdam & Hamburg via Oran.		
"PEMBROKESHIRE"	26th Dec.	"GLENSHIEL" ...	...	26th Jan.
"GLENIFFER" ...	8th Jan.	London, Rotterdam & Hamburg via Oran.		
"GLENOGLE" ...	20th Jan.			

Movements are subject to change without notice.
For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.
Telephones: Central No. 215 sub-ex. 23, and Central 3696. [9

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

LOADING DIRECT FOR
ALGIERS, ORAN, VALENCIA, AMSTERDAM, HAMBURG AND SCANDINAVIA.

	Loading About
s.s. "SUMATRA" ...	28th November
m.v. "AGRA" ...	30th December
m.v. "FORMOSA" ...	15th January, 1927.

FOR SHANGHAI AND JAPAN PORTS.

	Loading About
m.v. "AGRA" ...	27th November
m.v. "FORMOSA" ...	12th December

For further particulars, apply to the Agents—
GILMAN & CO., LTD. Hongkong. G. E. HUYGEN, Canton.
[2

CHINA BORNEO SHIPPING CO.

HONGKONG—BORNEO ROYAL MAIL SERVICE

To SANDAKAN, TAWAU, SEMPORNA, LAHAD DATU.
Returning *viâ* SANDAKAN, JAMBONGAN and JESSELTON.
REGULAR THREE-WEEKLY FREIGHT AND PASSENGER SERVICE.

S.S. "LOK SUN" ... Leaving on November 18th at 4 A.M.

Excellent accommodation for First and Second class and Steerage passengers.
All First class Staterooms and Second class cabins fitted with Electric fans.
Hotel reservations arranged at Sandakan and Hong Kong if desired.
Through Bills of Lading issued to other British North Borneo Ports.
Sailings are subject to alteration.
For Freight, Passage and other information please apply to:—

CARMICHAEL & CLARKE, Agents.
QUEEN'S BUILDING. PHONE C. 232.
OR
W. WATT & COMPANY, Agents.
188, WING LOK STREET WEST. PHONE C. 4968.

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.
THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE
SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT MADISON" ... Nov. 24th, 5 p.m.
"PRESIDENT JACKSON" ... Dec. 6th, 5 p.m.

TO EUROPE—£120—£112

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA

"PRESIDENT JACKSON" ... Nov. 28th, 5 p.m.
"PRESIDENT McKINLEY" ... Dec. 10th, 5 p.m.

HONGKONG AND SHANGHAI BANK BUILDING.
Telephones: Central 2477, 2478 & 795 [18

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

BOSTON, NEW YORK & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

S.S. "CITY OF CAIRO" ... ... via Suez Canal ... ... 3rd December
S.S. "COLORADO" ... ... via Suez Canal ... ... 31st December

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

(ANDREW WEIR & CO., LONDON.)

Sailings from Hongkong

M.V. "FORRESBANK" ... ... Via Suez Canal ... ... 2nd Half November

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

S.S. "CITY OF TOKIO" ... Marseilles, London, Hamburg & Havre ... ... 13th December

FARES TO LONDON "A" 1st Class £38. 2nd Class £60.
"B" 1st Class £30. 2nd Class £35.

MAURITIUS & SOUTH AFRICA

ORIENTAL-AFRICAN LINE

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Lederitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney, and *Vice Versa*.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to:—

THE BANK LINE LTD.

Tel. Cent. 4791. [22

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON
NEW YORK
PHILADELPHIA

M.V. "ASIATIC PRINCE" ... ... 4th December, 1926

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

(Incorporated in Great Britain)

Telephone: Central 3165.
Telegrams: Furaprince.
King's Building. [19

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE STEAMSHIP

"VAN CLOON"

Due to sail to SINGAPORE, BELAWAN-DELI and PENANG, on 25th November.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph

1st Class Fare to Singapore—$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to a destinations in the Netherlands East Indies and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN

Telephone 1574. YORK BUILDING, CHATER ROAD. [12

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"DEVANHA"	8,155	25th Nov.	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,128	27th Nov., Noon.	Marseilles, Casa Blanca, London, Antwerp and Hull.
"DELTA"	8,097	9th Dec.	Singapore, Penang, Colombo and Bombay.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.
"NELLORE"	6,852	23rd Dec.	Singapore, Penang, Colombo and Bombay.
"KHIVA"	9,135	25th Dec.	Marseilles, London and Antwerp.
"MIRZAPORE"	8,715	3rd Jan.	Marseilles, London, Hamburg & Rotterdam.
"NYANZA"	7,023	6th Jan.	Singapore, Penang, Colombo and Bombay.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.
"DEVANHA"	8,155	28th Jan.	Singapore, Penang, Colombo & Bombay.
"MOREA"	10,918	5th Feb.	Marseilles and London.
"DELTA"	8,097	18th Feb.	Singapore, Penang, Colombo and Bombay.
"KASHMIR"	9,005	19th Feb.	Marseilles, London and Antwerp.
"NELLORE"	6,852	3rd March	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,902	5th March	Marseilles and London.
"KASHGAR"	9,005	12th March	Marseilles, London, Anwerp & Rotterdam.
"NYANZA"	7,023	17th March	Singapore, Penang, Colombo & Bombay.
"MONGOLIA"	16,504	19th March	Marseilles & London.
"MACEDONIA"	11,120	2nd April	Marseilles and London.
"DEVANHA"	8,155	9th April	Marseilles, London, Antwerp & Rotterdam.
"KARMALA"	9,128	15th April	Marseilles, London and Antwerp.
"DELTA"	8,097	28th April	Singapore, Penang, Colombo & Bombay.
"MALWA"	10,980	30th April	Marseilles and London.
"KHIVA"	9,138	14th May	Marseilles, London and Antwerp.
"MOREA"	10,198	28th May	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"TAKADA"	6,949	17th Nov., 1 p.m.	Singapore, Penang and Calcutta.
"TILAWA"	10,000	29th Nov.	do.
"TALAMBA"	8,018	3rd Dec.	do.
"TALMA"	10,000	16th Dec.	do.
"SHIRALA"	7,841	24th Dec.	do.
"TAKLIWA"	7,936	2nd Jan.	do.
"TAKADA"	6,949	6th Jan.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"TANDA"	6,956	2nd Dec.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	31st Dec.	
"ARAFURA"	6,000	28th Jan.	
"TANDA"	6,956	4th Mar.	
"ST. ALBANS"	4,500	1st April	
"ARAFURA"	6,000	29th April	

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KHIVA"	9,135	22nd Nov.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,089	26th Nov.	Shanghai only.
"TALMA"	10,000	27th Nov.	Moji, Kobe and Osaka.
"SHIRALA"	7,841	2nd Dec.	Shanghai & Kobe.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,914	10th Dec.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	11th Dec.	Shanghai, Moji and Kobe.
"KASHMIR"	8,985	13th Dec.	Shanghai, Moji and Kobe.
"TAKLIWA"	7,936	13th Dec.	Kobe
"TAKADA"	6,949	18th Dec.	Kobe.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	7th Jan.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	8th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.
"DELTA"	8,097	21st Jan.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	4th Feb.	Shanghai, Moji and Kobe.
"NELLORE"	6,853	5th Feb.	Shanghai, Moji and Kobe.
"TANDA"	6,959	8th Feb.	Moji, Kobe, Osaka and Yokohama.
"MONGOLIA"	16,504	17th Feb.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	18th Feb.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,120	4th March	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	8th March	Moji, Kobe, Osaka and Yokohama.
"DEVANHA"	8,155	13th March	Shanghai, Moji and Kobe.
"KARMALA"	9,128	18th March	Shanghai, Moji and Kobe
"MALWA"	10,980	1st April	Shanghai, Moji and Kobe.
"DELTA"	8,097	1st April	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th April	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAICHING ... ...Friday, 19th November, at 1 p.m.
HAIHONG ... ...Tuesday, 23rd November, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) or *vice versa* and Return by the same Steamer at the Reduced Rate of $20.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

8]

CHINA NAVIGATION CO.,

LIMITED.

SWATOW & SHANGHAI	"SINKIANG"	On 18th Nov.,	10 a.m.
BANGKOK	"CHINHUA"	On 19th Nov.,	6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 20th Nov.,	6 a.m.
AMOY, SWATOW, SINGAPORE & BANGKOK	"KIUNGCHOW"	On 20th Nov.,	4 p.m.
SWATOW, SHANGHAI, TSINGTAO & DALNY	"NANCHANG"	On 21st Nov.,	10 a.m.
SWATOW & BANGKOK	"KWANGTUNG"	On 21st Nov.,	10 a.m.
AMOY & SHANGHAI	"SUIYANG"	On 23rd Nov.,	6 a.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 25th Nov.,	10 a.m.
HOIHOW & HAIPHONG	"TAMING"	On 25th Nov.,	Noon.
SHANGHAI	"SZECHUEN"	On 27th Nov.,	6 a.m.
SWATOW, SHANGHAI, TSINGTAO & DALNY	"YINGCHOW"	On 28th Nov.,	10 a.m.
AMOY & SHANGHAI	"SHANTUNG"	On 30th Nov.,	6 a.m.

SALOON PASSAGE RATES, HONGKONG TO SHANGHAI and *vice versa*, HAVE NOW BEEN REDUCED TO

$60 SINGLE AND $90 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,
Agents.

TELEPHONE CENTRAL 36.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	10th December	17th December
TAIPING	6th January	14th January
CHANGTE	8th February	15th February

For Freight and Passage Apply to—BUTTERFIELD & SWIRE,
Agents.

TELEPHONE: CENTRAL 36. [5

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "WRAY CASTLE" ... ... on or about 19th November.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.

S.S. "VENEZIA" ... ... Sails on or about 9th December.
M.V. "ROMOLO" ... ... Sails on or about 6th January, 1927.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

M.V. "ESQUILINO" ... ... Sails on or about 10th December, 1926.
S.S. "VENEZIA" ... ... Sails on or about 7th January, 1927.
M.V. "ROMOLO" ... ... Sails on or about 4th February, 1927.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

"UMZUMBI" ... ... Sails from Calcutta End of December.
"UMSINGA" ... ... Sails from Calcutta 21st January, 1927.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to:—

DODWELL & CO., LIMITED.

Telephone: Central 1030. Agents. [17

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"NINGCHOW"	Via Suez Canal	19th November
"CITY OF CAIRO"	Via Suez Canal	3rd December.
"YANGTSZE"	Via Suez Canal	17th December.
"COLORADO"	Via Suez Canal	31st December.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Paticulars, apply to—

BUTTERFIELD & SWIRE, HONGKONG AND CANTON. OR THE BANK LINE, LTD., HONGKONG. JARDINE, MATHESON & CO., LTD., CANTON.

21

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Shanghai	*Suinning*	17th Nov.
Shanghai	*Suiyang*	17th Nov.
Straits	*Laisang*	17th Nov.
Straits	*Van Cloon* ...	17th Nov.
Shanghai and Europe via Siberia ...	*Wray Castle* ...	18th Nov.
Shanghai	*Kanshow* ...	18th Nov.
Manila	*Pres. Pierce* ...	19th Nov.
Australia & Manila	*Tango Maru* ...	19th Nov.
Japan and Shanghai	*Katori Maru* ...	20th Nov.
Japan...	*Anyo Maru* ...	20th Nov.
Europe via Negapatam (letters and papers, London, 21st Oct.)	*Phemius*	21st Nov.
U.S.A., Honolulu, Japan & Shanghai...	*Siberia Maru* ...	22nd Nov.
Manila	*Pres. Madison* ...	23rd Nov.
Japan	*Mishima Maru* ..	23rd Nov.
Japan & Shanghai	*Chambord* ...	23rd Nov.
U.S.A., Honolulu, Japan & Shanghai...	*Pres. Taft* ...	25th Nov.
Shanghai	*Karmala*	26th Nov.
U.S.A., Canada, Japan & Shanghai...	*Pres. Jackson* ...	27th Nov.
Straits	*Suwa Maru* ...	28th Nov.

OUTWARD MAILS.

For	Per	Date
		Wednesday, 17th,
Shanghai, Japan, Honolulu, U.S.A., C. & S. America, *Canada & *EUROPE via San Francisco—due San Francisco, 13th December ..	*Shinyo Maru* ...	8.30 A M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 15th Dec.	*Antenor*... ...	Reg. 9.45 A M; Letters 10.30 A M
Straits & Calcutta	*Takada*	Parcels 10.00 A M; Letters 11.00 A M
		12.30 P M
Sandakan	*Mausang* ..	5.00 P M
Swatow, Amoy and Formosa	*Kotsu Maru* ...	5.00 P M
Japan	*Laisang*	
		Thursday, 18th,
Swatow	*Sinkiang*	8.30 A M
Bandakan	*Lokrun*	8.30 A M
Batavia	*Tjisaroea*	11.30 A M
Swatow & Amoy	*Van Cloon* ...	1.30 P M
Shanghai and EUROPE via Siberia (letters and postcards specially superscribed "via Siberia" only)	*Tjisondari* ...	2.30 P M
Swatow	*Yatshing*	5.00 P M
Bangkok	*Chinhua*	5.00 P M
		Friday, 19th,
Haibow and Haiphong	*Mingsang* ..	8.30 A M
Swatow, Amoy and Foochow	*Hai Ching*	Noon
Wei Hai Wei	*Kweichow*	5.00 P M
		Saturday, 20th,
Bangkok	*Chaksang*... ...	8.30 A M
Japan	*Tango Maru* ..	9.30 A M
Amoy	*Kiungchow* ..	2.30 P M
Shanghai, Japan, Honolulu, *Canada, *U.S.A., C.&S. America & *EUROPE via San Francisco—due San Francisco, 15th Dec., and EUROPE via Siberia (letters & postcards specially superscribed "Via Siberia" only)	*Pres. Pierce* ...	Parcels 3.00 P M; Reg. 4.15 P M; Letters 5.00 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 19th Dec.	*Katori Maru* ..	Reg. 4.15 P M; Letters 5.00 P M
		Sunday, 21st,
*Swatow and Bangkok	*Kwangtung* ...	8.30 A M
Swatow, Amoy and Formosa	*Kyoto Maru No. 26*	9.00 A M
		Monday, 22nd,
Amoy	*Suiyang*	5.00 P M
		Tuesday, 23rd,
Saigon, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 24th Dec.	*Chambord*	Reg. 9.45 A M; Letters 10.30 A M
Swatow, Amoy and Foochow	*Hai Hong*	Noon

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.

"ANTENOR" 17th Nov. Mars., L'don, R'dam. & Glasgow.
"PYRRHUS" 30th Nov. Mars., L'don., Hull R'dam. & Hamburg.
"HECTOR" 15th Dec. Mars., L'don., R'dam. & Glasgow.
"AUTOLYCUS" 28th Dec. Mars., L'don., R'dam. & Hamburg.

LIVERPOOL SERVICE.

"BELLEROPHON" 1st Dec. Oran, Havre, Liverpool & Glasgow.
"TITAN" 18th Dec. Genoa, Havre, Liverpool & Glasgow.
"DOLIUS" 20th Jan. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA)

"PROTESILAUS" 25th Nov. Victoria, Vancouver & Seattle.
"TALTHYBIUS" 16th Dec. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"NINGCHOW" 19th Nov. New York, Boston & Baltimore.
"YANGTSZE" 17th Dec. New York, Boston & Baltimore.

PASSENGER SERVICE.

"ANTENOR" 17th Nov. Singapore, Marseilles & London.
"HECTOR" 15th Dec. Singapore, Marseilles & London.
"AENEAS" 11th Jan. Singapore, Marseilles & London.
"SARPEDON" 9th Feb. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to—

Butterfield & Swire,

Agents. [6

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up $20,000,000
Reserve Funds:—
Sterling £4,500,000
Silver $27,000,000

Reserve Liability of Proprietors $20,000,000

Head Office: Hongkong.

Court of Directors:
Hon. Mr. D. G. M. Bernard, Chairman.
Hon. Mr. A. O. Lang, Deputy Chairman.
W. H. Bell, Esq. J. A. Plummer, Esq.
A. H. Compton, Esq. T. G. Weall, Esq.
W. L. Pattenden, Esq. H. P. White, Esq.
G. M. Young, Esq.
Chief Manager: A. H. Barlow, Esq.

Branches:—

Amoy	Hongkew	Peking
Bangkok	Iloilo	Penang
Batavia	Ipoh	Rangoon
Bombay	Johore	Saigon
Calcutta	Kobe	San Francisco
Canton	Kuala	Shanghai
Chefoo	Lumpur	Singapore
Colombo	London	Sourabaya
Dairen	Lyons	Sungei
Foochow	Malacca	Patani
Haiphong	Manila	Tientsin
Hamburg	Moukden	Tokyo
Hankow	Nagasaki	Tsingtao
Harbin	New York	Yokohama

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 27th May, 1926. [25

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Chief Manager.

Hongkong, 27th May, 1926. [2

BANQUE DE L'INDO-CHINE.

Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital...Frs.72,000,000.00
Paid-up Capital ...Frs.68,400,000.00
Reserve Fund Frs.59,667,283.54

Branches:

Bangkok	Hanoi	Pondicherry
Battambang	Hongkong	Saigon
Canton	Mengtse	Shanghai
Djibouti	Noumea	Singapore
FortBayard	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Yunnanfou

Bankers:
In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposit according counts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager.

Hongkong, 20th March, 1924. [32

THE BANK OF EAST ASIA, LIMITED.

Head Office:-Hongkong.
10, Des Vœux Road Central.

Authorized Capital $10,000,000
Paid-up Capital 5,000,000
Reserve Fund 1,200,000

Branches and Agencies.

Canton	Osaka	Haiphong
London	Singapore	Batavia
Seattle	Melbourne	Kowloon
Nagasaki	Calcutta	New York
Tientsin	Saigon	Kobe
Manila	San Francisco	Peking
Bombay	Taipeh	Rangoon
Shanghai	Tokyo	Sourabaya
Paris	Penang	Semarang
Honolulu		

Correspondents in all principal cities of the world.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Safe Deposit Boxes To Let.

Kan Tong Po,
Chief Manager.

Hongkong, 22nd May, 1926.

THE BANK OF CANTON, LTD.

Head Office: Hongkong.
Established 1912.

Authorized Capital ...£1,200,000
Paid Up Capital £1,082,925
Silver Reserve Fund $ 700,000
Branches:—Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.
Correspondents in all Principal Cities of the World.
London Bankers:—The Lloyds Bank, Limited.

Every description of banking business transacted.

Safe Deposit Boxes in various sizes to be let from $5.00 to $40.00 yearly.

LOOK POON SHAN,
Chief Manager.

27]

COMMERCIAL.

OPENING QUOTATIONS.

November 16th, 1926.

On London.—	
Telegraphic Transfer ...	1/11
Bank Bills, on demand ...	1/11 1/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	1/11½
Credits, at 4 months' sight	2/0 1/16
Documentary Bills, 4 months' sight	2/0 3/16
On Paris.—	
Bank Bills, on demand ...	1,368
Credits, 4 months' sight ...	1,380
On New York.—	
Bank Bills, on demand ...	46⅜
Credits, at 60 days' sight...	48⅛
On Bombay.—	
Telegraphic Transfer ... / Bank Bills, on demand...	129
On Calcutta.—	
Telegraphic Transfer ... / Bank Bills, on demand...	129
On Shanghai.—	
Bank Bills, at sight ... / Private, 30 days' sight ...	nom.
On Yokohama.—On demand...	94½
On Manila.—On demand ...	93½
On Singapore.—On demand...	83
On Batavia.—On demand ...	115½
On Haiphong.—On demand ...	nom.
On Saigon.—On demand ...	nom.
On Rangkok.—On demand ...	96½
Sovereign, Bank's Buying rate	$10.15
Gold Leaf, 100 fine, per tael ...	—
Bar Silver, per oz.	25½

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital £1,600,000
Paid-up Capital £1,050,000
Reserve Fund £1,350,000

Bankers:
The Bank of England and Midland Bank, Ltd.

Branches:

Bangkok	Kandy	Penang
Batavia	Karachi	Port Louis
Bombay	Kota Bharu	(Mauritius)
Calcutta	Kuala	Rangoon
Colombo	Lumpur	Shanghai
Delhi	Kuantan	Simla
Galle	(Pahang)	Singapore
Hongkong	Madras	Sourabaya
Howrah	New York	

Hongkong Branches:
Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager.
7, Queen's Road Central,
Hongkong, June 17th, 1926. [29

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

Head Office:
74, Rue St. Lazare, Paris.

Capital .....Frs. 20,000,000
Reserves .....Frs. 11,160,000
Special Working Capital .....Frs. 50,000,000

Branches:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Peking	Shanghai	Tientsin
Canton	Hongkong	

Bankers:
France: Société Generalé, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.

A. ROLLIN,
Manager.

Hongkong, 2nd December, 1925.

THE BANK OF TAIWAN, LTD.

(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ...Yen 45,000,000
Capital (Paid-up) ....Yen 39,375,000

Head Office:—Taipeh, Formosa.

Branches:
Japan:—Tokyo, Yokohama, Kobe, Osaka.
Formosa:—Giran, Kagi, Karenko, Keelung, Makong, Nanto, Shinchiku, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taito.
China:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
Others:—Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

London Bankers:
The London County Westminster and Parr's Bank.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, &c.

Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.

T. TAKAGI,
Manager,
Hongkong Branch.

8, Des Vœux Road, Central
Hongkong, 11th May, 1926. [27

THREE CASTLES CIGARETTES

The Cigarette of Quality

ACCEPTABLE AT ALL TIMES

"Three Castles" Cigarettes
W.D. & H.O. WILLS
Bristol & London

ALSO PACKED IN REGULAR 20s AND 50s

It is issued by the British-American Tobacco Co. (China) Ltd. A-197

THE BANK OF CHINA.

中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital...$60,000,000.00
Paid-up Capital 19,760,200.00
Reserve Fund 9,864,398.69

Head Office:—Peking.
Hongkong Branch:—4, Queen's Road Central.
Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The Guaranty Trust Co. of New York, The National Provincial Bank, Ltd.
New York Bankers:—The Equitable Eastern Banking Corporation, The Irving Bank-Columbia Trust Co.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

TSUYEE PEI,
Manager.

Hongkong, January 16th, 1926. [38

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society).

Established 1824.
Hongkong Branch established 1906.

Authorized Capital	Guilders 150,000,000	(£12,500,000)
Paid-up Capital	„ 80,000,000	(£6,666,670)
Reserve Fund	„ 21,117,340	(£1,759,778)
Special Reserves	„ 22,660,000	(£1,888,330)

Head Office:—Amsterdam.
Eastern Head Office:—Batavia.
Branches:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap, Weltevreden and Sibolga (Sumatra).
London Bankers:—National Provincial Bank, Ltd.
Correspondents all over the World.

Banking Business of Every Description.

S. C. MAASSEN,
Acting Manager.

36]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid-up) .....Yen 100,000,000
Reserve Fund .....Yen 89,500,000

Head Office: Yokohama.

Branches and Agencies at:

Batavia	Kai Yuen	Rangoon
Bombay	Karachi	Soerabaya
Buenos Ayres	Kobe	San Francisco
Calcutta	Lyons	Seattle
Canton	Los Angeles	Semarang
Changchun	Manila	Shanghai
Dairen	Nagasaki	Singapore
(Dalny)	Nagoya	Shimonoseki
Fengtien	Newchwang	Sydney
(Mukden)	Osaka	Tientsin
Hamburg	New York	Tokyo
Hankow	Peking	Tsinanfu
Harbin	Rio de Janeiro	Tsingtau
Honolulu		Vladivostock

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

C. ARIMA, Manager.

Hongkong, 11th Sept., 1926. [35

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office: London.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

Agencies and Branches.

ALOR STAR (Malay States)	ILOILO	RANGOON
AMRITSAR	IPOH	SAIGON
BANGKOK	KARACHI	SEMARANG
BATAVIA	KLANG	SEREMBAN
BOMBAY	KOBE	SHANGHAI
CALCUTTA	KUALA LUMPUR	SINGAPORE
CANTON	KUCHING	SOURABAYA
CAWNPORE	MADRAS	TAIPING
CEBU	MANILA	(F.M.S.)
COLOMBO	MEDAN	TAVOY
DELHI	NEW YORK	TIENTSIN
HAIPHONG	PEKING	TOKYO
HAMBURG	PENANG	TSINGTAO
HANKOW	PESHAWAR	YOKOHAMA
HONGKONG	PUKET	ZAMBOANGA (Philippine Islands)

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, August 1st, 1926. [30

EQUITABLE EASTERN BANKING CORPORATION.

AN AMERICAN BANK.

CAPITAL AND SURPLUS U.S. $3,000,000.00

HEAD OFFICE:
37, Wall Street, NEW YORK.

BRANCHES:
SHANGHAI

General Banking and Exchange Business.
Interest Allowed on all Deposits.
Rates on Application.
London and Paris Agents:
EQUITABLE TRUST Co., of N.Y.
38] D. M. BIGGAR, Manager.

P. & O. BANKING CORPORATION, LIMITED.

Paid Up Capital £2,594,160
Reserve Fund £180,000
Head Office:
122, Leadenhall Street, London, E.C. 3.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal towns of the World.

L. E. HOPKINS,
Manager,
Prince's Building, Chater Road,
36] Hongkong.

To the Publisher
"HONGKONG WEEKLY PRESS"
1a, Chater Road, Hongkong.

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